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PREVIEW

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IN DETAIL...

TO GO WITH OUR
PREVIEW OF THE NEW AIRFIX
KIT AND A FULL BUILD NEXT
MONTH, WE TAKE A LOOK
AT THE F-4 PHANTOM FGR.2
IN RAF SERVICE

KIT BUILD

AIRFIX' 1:72
HANDLEY PAGE
VICTOR K.2
STEPS INTO THE
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SPITFIRE OF THE GODS

HELLENIC MARKINGS DECORATE A WONDERFUL MK.IX IN 1:144...

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HOW TO CONTACT US:

Tel: 01525 222573

Model Airplane International, Doolittle Mill, Doolittle Lane, Totternhoe, Bedfordshire, LU6 1QX, England

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Editorial:

Editor: Spencer Pollard
spencer@doolittlemedia.com
Publisher: Alan Harman
Group Editor: Marcus Nicholls
Administration Manager: Hannah McLaurie
Office Manager: Paula Gray
Advertising Manager: Richard Andrews
richard@doolittlemedia.com

Art:

Editorial Design: Peter Hutchinson
Advertising Design: Peter Hutchinson & Alex Hall

Advertisement and circulation:

Model Airplane International, Doolittle Mill, Doolittle Lane, Totternhoe, Bedfordshire, LU6 1QX.

Tel: 01525 222573

E-mail: sean@doolittlemedia.com

Distribution:

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Tel: 01202 586848 E-mail: tim@selectps.com

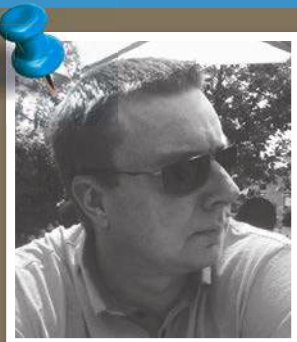
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IN THIS ISSUE...



Written by
Spencer Pollard

Hello everyone, welcome to the April 2019 edition of your favourite aviation modelling magazine!

As Mike Williams describes in his feature this month on Revell's V-2 rocket the old adage that a change is as good as rest applies equally to magazines as it does to model kits, so this month you will find a number of initial changes that we hope will freshen up MAI as we work our way through 2019. Many of the changes this month are cosmetic, with regular features being moved to create what is hoped will be an easier to navigate flow through the pages. As such, all of the news and review sections have now been moved to the start of the editorial content, thus allowing us to take you through the news and then on to the shorter reviews of kits, books decals, etc., before moving on to the longer builds and reference features. We then hope to add to each month's more familiar articles with some shorter 'how-to' features that will help you to improve your builds and get more from your hobby. It will be a gradual process, but with luck the results will be more balanced and accessible.

Moving on to our core features this month, we make no apology for dealing with the Airfix Victor in what we believe is as detailed a way as possible. One of their most impressive kits, the Victor has been an on-going battle of wills that has at time almost ended up stranded on the shelf of doom, only the desire to have it complete and part of our content, driving the project forward. This is not to say that it is a bad kit, far from it, instead, the build falling foul of a number of issues that only a modeller would understand with paintwork, construction and self-imposed errors combining to slow everything down to a standstill. Now that it is done though, I have to say that I'm more than pleased with the results, all of which you can read about in detail within this issue of MAI.

Along with a full build that we have actually published in this issue, we are preparing for one that will appear in a future edition, the Airfix Phantom FGR.2. One of the RAF's most impressive post-war aircraft, the Phantom provided sterling service with multiple squadrons, so it is not surprising to see this kit being bought in huge numbers. This month, Glenn Sands provides a photo-feature that we hope will serve as a primer for those keen to build this new kit and perhaps build something slightly different from the box. Glenn's feature begins on page 44 and is then immediately followed by Mike Williams early review of the kit, ready for a fuller in feature later this year.

Along with this two features, we are also delighted to bring you two that deal with readily available kits, built from the box: Mike Williams 'weekend' build of Revell's V-2 rocket and then Chris McDowell's approach to Eduard's Profipack 1:48 Bf 109 E-3. Unashamedly aimed at beginners, both of these will no-doubt please those looking for something simple, quick and easy to enjoy.

AND FINALLY...

You will notice in this issue that we have published a double-page-spread containing images of Alan Kelley's M346 Master that we included in the March issue. The eagle-eyed amongst you will have noticed that his opening shot lacked ejection seats, something that we missed both during editing, design and proofing! They say that you often 'miss the wood for the trees' and that was certainly the case last month. So apologies to Alan for our mistake and we hope that seeing the model in all of its glory in this issue, will more than make up for our rather embarrassing error! ■



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COMMENT



A LIBRARY IN THE PALM OF YOUR HAND... AERONAUTICAL RESEARCH...

Jonathan Mock looks at how the Internet has revolutionised our approach to building models

"I suspect that it will be some time before any video device will be able to give me illustrated details of the under-wing colour scheme for the Hurricane from 1938–1942..."

Thus wrote Mike McEvoy in one of his Tailpiece columns in *Scale Aircraft Modelling* from 1984 about the (fledgling) availability of the home computer and its possible use for modellers. It seems hard to imagine now – as I type this on my MacBook in the local café, ready to send it to our editor via WiFi – but this was from an era where computers were still thought of by most people as those tall cupboard-like structures with spools of tape the whirled round like in the opening credits to 'Joe 90' or innumerable episodes of 'Doctor Who'. Never mind that by 1984

we'd already seen the growth of the ZX Spectrum, Amstrad, Acorn home computers and – more crucially – the birth of the first Apple Mac with its Graphical User Interface that is now the norm across so many platforms.

The idea back in 1984 that you could somehow look at a screen and get information on camouflage and markings may have seemed as far off and fantastical as the idea of being able to buy print-your-own models/accessories does in 2019, and yet it will inevitably happen as technology becomes cheaper and more accessible.

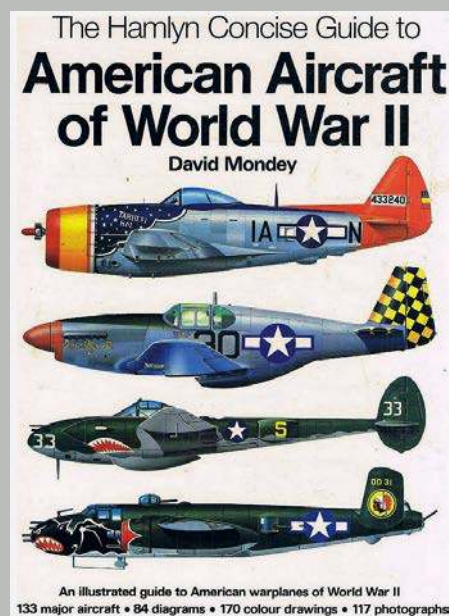
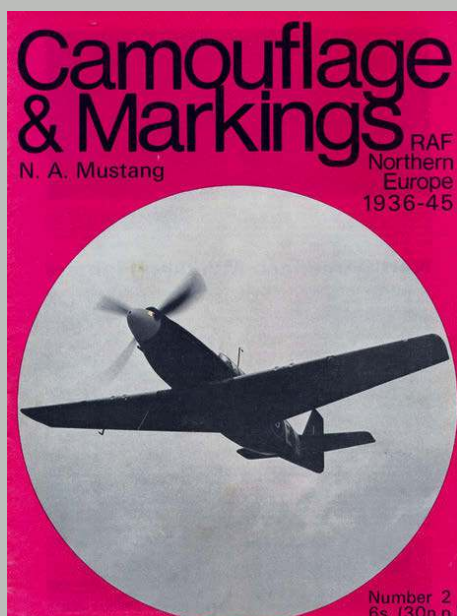
Back in 1984 my access

to photos and reference was confined to whatever books I was lucky to own, the local (or school) library and the few magazines that sometimes appeared in the newsagents that dovetailed with me being able to afford them. Of my own library, I had copies of "Famous Fighters" and "Famous Bombers" of World War Two, a Hamlyn bound volume on Aviation, a Marks and Spencers' book on aircraft and a few copies of Purnell's History of World War Two, coupled with a scattering of Airfix magazines, Military Modelling and Scale Models (*that sounds a lot like my library!* - Ed.)

In fact, my access to reference

on tanks was so scarce that when I did come across photos of them in books I tried to soak up every last piece of information I could, especially the weathering and stowage, trying to remember what I'd seen and replicate it on my models. I had a friend who owned a copy of 'D-Day to Berlin' by Terence Wise and I was green with envy at him having such a rich reference source to hand – he of course could tell me precisely which shade of green that was, because he had the book!

The same went for modelling references – as touched upon in previous columns here – where



OUR HAND: THE CHANGING FACE OF

our models

everything and anything was devoured for any last nuggets of information and inspiration. I can remember how many times I read and reread books and magazine articles simply because they were the only things I had to read!

The first time I came across the kinds of references Mike mentioned was a copy of the Ducimus 'Camouflage and Markings' booklet on the P-51 Mustang which featured detailed drawings showing the size and proportions of RAF roundels as well as the various camouflage patterns.

These days I've lost count now how many times I've been able to chase down original documents and technical orders on finishing instructions for aircraft that are now all available Online, not to mention articles that detail particular quirks of colours and markings on a wide variety of subjects just as Mike outlined in 1984. And in fairness this started to happen almost as soon as modellers started getting on the Internet and sharing information not a little more than ten years after Mike wrote that piece.

What has been the game changer in recent years is social media – notably Facebook – has enabled even the most computer-illiterate (for want of a better phrase) to be able to share or upload a photo or document without going through the rigours that are sometimes involved in setting up a photo sharing account, uploading photos, grabbing links then embedding them into threads on forums. Truth be told, just like the old Usenet formats would now look archaic to people used to modern day forums, so the latter are now starting to look dated compared to ease of use and accessibility of social media.

For example, there's the superb British Phantom Aviation Group (BPAG) on Facebook dedicated to the F-4 in RAF and RN service and, amongst the plethora of photos and commentary, there's the files section which includes original documentation on the F-4 from maintenance manuals and spares to finishing diagrams showing the locations of every stencil and marking imaginable on the Phantom – the latter being a Shangri-La of information for someone like me who creates decals in the day job.

Similarly, other groups dedicated to rarer types like the Fouga Magister and the Fiesler Fi 156 Storch, all crammed with information that has rarely been published. And if you need a certain piece of information, these groups can usually provide it for you in hours, if not minutes.

As time has passed, new information has come to light that either modifies or overturns previously published research. Whereas 35 years ago it would have taken a while – and some not inconsiderable effort – for some new facts about RLM colours or, as Mike put it, under-wing colour scheme for the Hurricane to reach an appreciative audience, these days it's near instantaneous. If someone finds a drawing or document, they can take a snap with their smart phone and upload it to Facebook in seconds.

Just the other day I was trying to chase down some information on British ordnance colours and found a reference site had the original War Office documents that told me everything I needed to know. In researching information on Sea Kings I came across a page that not only had full and original paintshop specs

for the Royal Australian Navy versions, but the RAN Skyhawk too! A search for Jet Provost Mk.3 references yielded the unexpected bonus of diagrams for the Royal New Zealand Air Force Strikemasters – not something I can use immediately but handy nonetheless.

The same goes for military vehicles and ships, and if you can't find what you're looking for there's invariably a group with someone who can point you in the right direction or even message you the stuff you need. What Mike thought impossible in 1984 is now the norm and is no better illustrated than by the fact that this magazine (and other titles) are available in digital formats. I wonder what we all would have made of the idea 35 years ago of being able to read a magazine on a portable screen around the size of a book. In fact, when digital media was starting to emerge about a decade back I once rather facetiously said to my friend and research guru Dave Fleming that books had the advantage of being able to be read in the loo – then Apple invented the iPad and that idea was flushed away.

Just like people have started ditching their physical music collections for digital copies, I know of some modellers who have started eschewing – or even thinning down – their book libraries in favour of electronic references because of the obvious storage advantages. In theory, my entire library here could be scanned and stored on a memory stick no bigger than a lighter.

But then, like CDs, I'm probably old school, I like the tactile experience that books offer. The irony is that far from technology slowing down my book buying,

it's actually reinforced, if not increased it simply because I'm now able to get hold of books that I need or have long wanted at the click of a button. Halfway through writing this I stopped to see if that 'D-Day to Berlin' book was available and there it was on Ebay for under £10 post free – sold! Other book sites and Amazon market place have been a goldmine for books I'd thought I'd never find again, mostly from independent book sellers so I get that double feel-good experience of not only bagging a bargain also supporting small businesses. Of course I then have to find another space in book shelf but that's another story...

That said, technology has made publishing – and self publishing – more streamlined than the old days of hot metal and paste up, and far from releases slowing down the range and number of titles new books reaching the market is overwhelming.

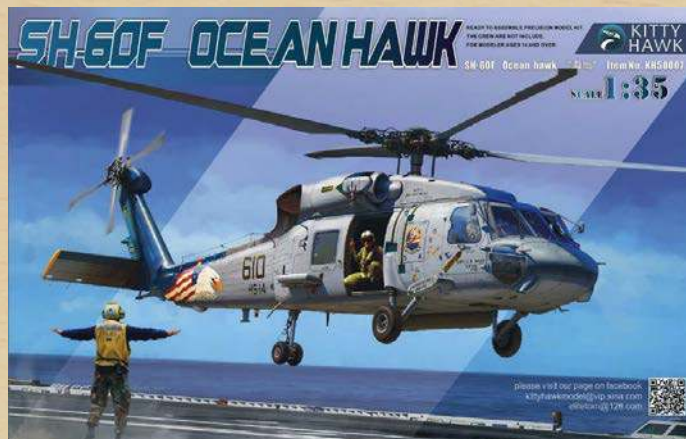
As soon as I finish and email this piece off to the editor, I start a new illustrating project of which perhaps the most astonishing example of online reference I'm using is a 360 degree look-around in a cockpit as if I were sat in the aircraft. Every aspect, detail and angle is there. The flip-side is that I also found a long out-of-print book on the same subject that was instantly ordered from eBay, and I haven't even left my seat except to order another drink, and I get the feeling that it will be some time before any video device will be able to give me a cup of tea...

Wait, isn't this where we came in? ■

NEWSLINE

KITTY HAWK

www.facebook.com/Kitty-hawk

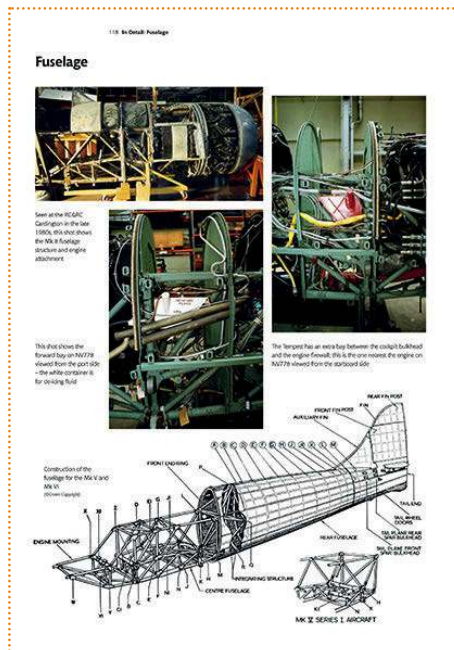
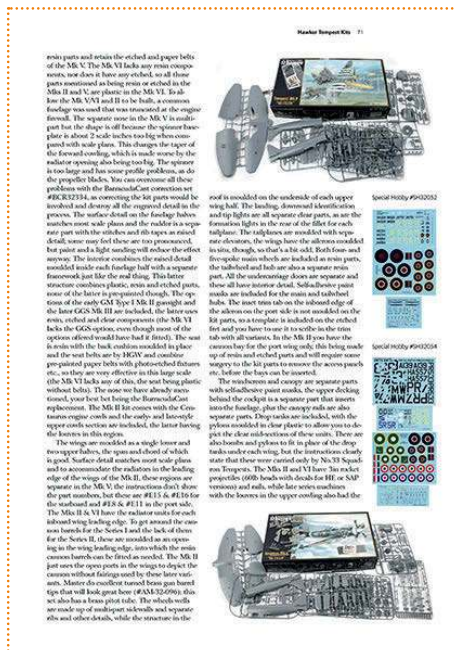
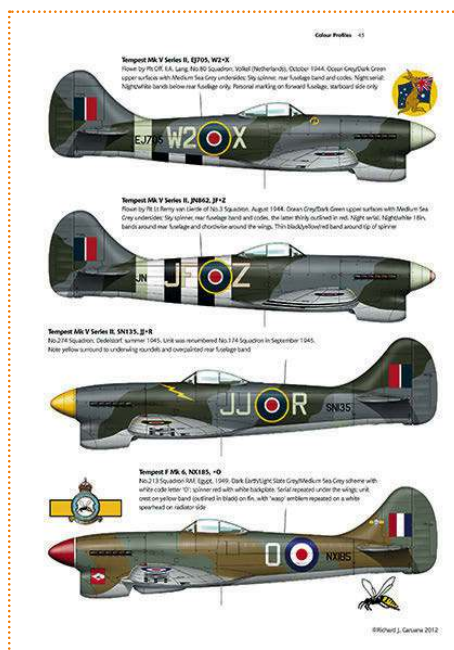
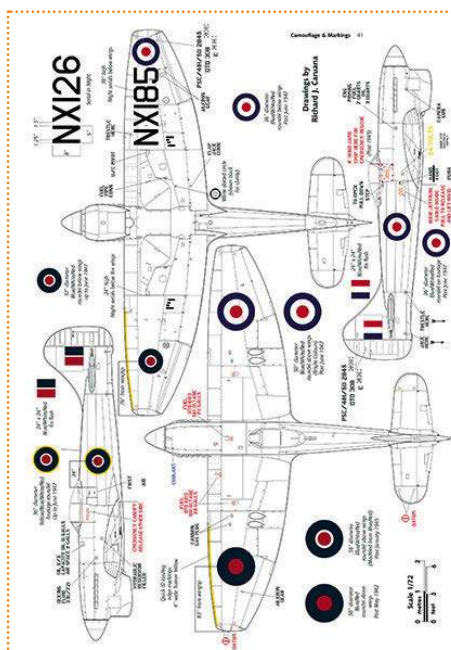
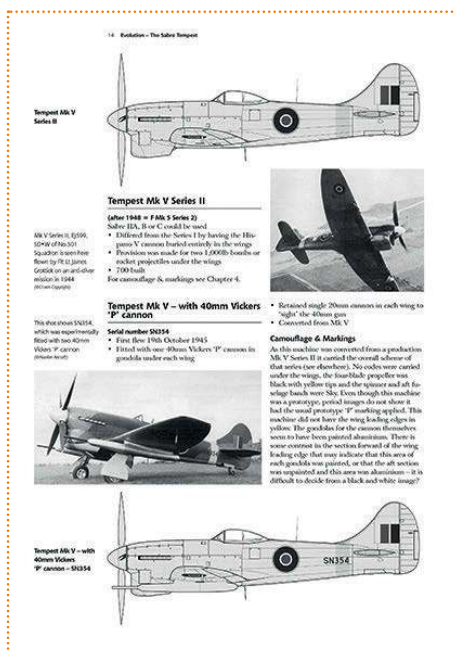


FROM FURY TO SEA HAWK - AMERICAN CLASSICS PREPARE FOR TAKE-OFF...

Facebook is always a rich seam of information to mine, so we are delighted to bring you some information on two of Kitty Hawk's upcoming releases, their 1:48 FJ-3 Fury and what looks to be a very impressive 1:35 Sea Hawk helicopter. Though we have no concrete release dates as this magazine goes to print, it would appear that the Fury is almost imminent, the first images of it being seen here and elsewhere during 2018. We will certainly bring you more information when we have it and if we can source samples, in-depth previews and builds as well.



Owing to overwhelming demand Valliant Wings will be publishing an updated and expanded edition of Airframe & Miniature No. 4 The Hawker Tempest. This title has been out of print for two years and is bound to be very well received. Expanded to 160 pages, extra content will include updated kit listings and appendices plus specially commissioned full builds of Eduard's new tool Tempest V Series 1 kit in 1:48 scale and Special Hobby's 1:32 scale examples. Finally, please note that a number of their titles are now very low on stock and will soon be out of print. Please therefore be advised to get them while they are still available. Go to www.valliant-wings.co.uk to check status.



NEWSLINE

NOYS MINIATURES

www.hannants.co.uk

PROTECT YOUR AIR FORCE WITH THIS HARDENED AIRCRAFT SHELTER IN 1:72...

Noy's Miniatures have released a unique, very limited edition mixed-media kit in 1:72 scale, representing the typical HAS (Hardened Aircraft Shelter) in use for many years now by the Israeli Air Force.

The kit includes 12 resin parts, 4 PE parts, a full color tarmac print and full color assembly instructions. It enables the modellers to build various sized HAS dioramas, according to their preferences, and is designed to show a partial area of the structure's inside, as well as the external vicinity.

In order to build the version depicted on the kit's box, additional items (i.e. styrene sheets, round styrene rods, styrene strips) are needed. These items'

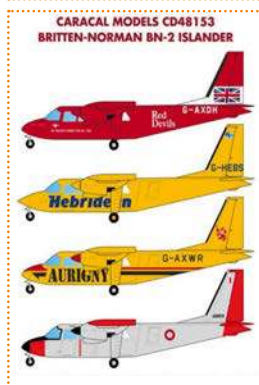
details are specified on the kit's box and in the instructions. Yellow desert sand representation for covering the HAS roof is needed as well (not included).

During its long period of service, this HAS housed many IDF/AF aircraft types, so nice dioramas can be built with KFIRs, A-4s, F-16s and other types. It is also used for housing foreign machines deployed to Israel for international air exercises, a fact that opens further display options for modellers. We recommend adding some ground equipment (the one in the photos is Hasegawa's cart) and any other enhancements the modellers see fit. The Sky's the Limit!



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www.caracalmodels.com



FROM BOMBS TO LUGGAGE - CARACAL HAS YOU COVERED!

Caracal has sent over details of some of their latest decal sheets to tantalise modellers who work across genres and scales. Covering subjects across all scales from 1:144, though to 1:48 and everything from heavy modern bombers through to light civilian passenger aircraft, there is much to enjoy, especially if bright markings and interesting schemes are your thing. Though we don't have space to illustrate everything, here is a list of the new releases and as usual, for more information please paste the link to their website into your browser where you will find plenty more in the way of detailed images and further details.

CD48138 - 1:48 F-117A STEALTH FIGHTER

A brand new decal sheet for the F-117, with 16 (sixteen!) options covering the entire operational history of the Nighthawk. Six Desert Storm options with unique bomb bay art, too! Designed for the Tamiya kit.

CD48144 - 1:48 B-1B LANCER - PART 2

Their second 1/48 scale sheet for the B-1B Lancer has markings for 5 recent / current USAF "Bones". The first sheet sold out very quickly - make sure you do not miss this one! Designed for the Revell kit.

CD48150 - 1:48 F-15 EAGLE - THE EARLY YEARS

The first sheet in their "The Early Years" series which will feature prototype and early service markings for US jets covers the crucial first years of the F-15 Eagle. Markings for several prototype and early production jets, including the "Streak Eagle" and the very first prototype.

CD48153 - 1:48 BRITTEN-NORMAN BN-2 ISLANDER

Just in time for the new Valom kit; a 1/48 scale sheet with colourful civilian and military markings for the versatile BN-2 Islander light transport. Limited edition of 250 sheets. Once these are gone, there will be no more.

CD72080 - 1:72 AV-8B HARRIER II PLUS

Five colourful marking options for the AV-8B Harrier II Plus, covering both US Marine Corps and Italian Navy examples.

CD144016 - 1:144 KC-10 EXTENDER

A comprehensive set with six marking options for USAF KC-10 Extender tanker aircraft. Finally some decent markings for that Revell KC-10 kit you have been wanting to build for years.

CD144018 - 1:144 RAF C-130J HERCULES

A set with three RAF Hercules C.5 (C-130J) options with very colourful commemorative tail art. Designed for the Minicraft C-130J kit. Limited edition of 250 sheets.

CARACAL MODELS BASICS CDB48004 - 1:48 F-117A

Accurate stencils for F-117A Nighthawk. This is the same stencilling sheet included with their new F-117 sheet (CD48138), and will allow you to build multiple options from that set.

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WINGNUT WINGS



WNW32049.....1:32
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WNW32804.....1:32
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HALBERSTADT CL.II (LATE)

Wingnut Wings, New Zealand/Materials: IM, PE/Kit No.:32062/Availability: Wingnut Wings, \$129.00

1:32

When the two Halberstadt review samples arrived from Wingnut Wings I asked the editor what they were like. He said that they were "like visiting an old friend". I know what he means. Lifting the lid on the silver-lined box of this "Late" version there are no surprises, from the classy Steve Anderson artwork to the crammed box of beautifully moulded grey parts, photo-etch, Cartograf decals, and that instruction booklet that has set a benchmark for quality.

The mere mention of a new Wingnut Wings release tends to send quite a few ripples of excitement through the modelling world, in particular with the growing band of worldwide devotees. So it has been with the Halberstadt, not the most obvious choice of subject that some clamour for, but it's satisfying to see that the company has its own agenda when it comes to releases, often throwing up welcome surprises.

There are five options available with this kit. They are:

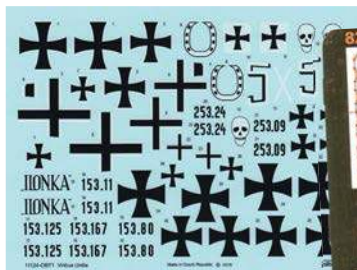
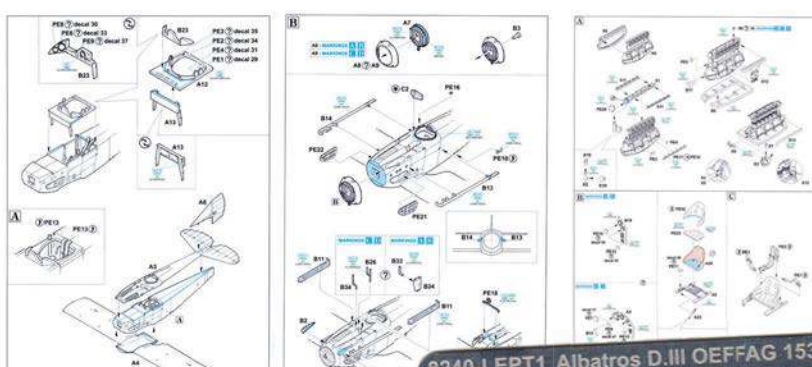
- Halberstadt CL.II "V", Royal Prussian Schusta 13, March 1918
- Halberstadt CL.II "Brünhilde" Karl Prim?, Royal Bavarian Schlasta 27b, mid to late 1918
- Halberstadt CL.II, Friedrich Barchert, Royal Prussian Schusta 21, June to July 1918
- Halberstadt CL.II "Löwe", Marine Schlasta 1, October 1918
- Halberstadt CL.II "Marichen", Schlasta 15?, mid to late 1918

What is noticeable from a number of the schemes on offer is the use of the Halberstadt's characteristic camouflage finish, which requires the painting of a

five colour lozenge pattern underneath a lighter mottled finish on the fuselage surfaces. This potentially daunting task is helped by the online support provided on the Wingnut Wings website, where a tutorial offers a suggestion on how to achieve this distinctive finish. The lozenges will have to be applied freehand using an airbrush (though home-made masks could be used, or alternatively bush painted), with a low-pressure speckled airbrushed finish applied over the top. Pre-cut lozenge decal is provided for all of the other surfaces, and as one would expect the Cartograf decals look absolutely perfect. Here Wingnut Wings have surpassed themselves as the overpainted crosses applicable to a number of the options really do look painted on, with not only the translucent quality of the paint realistically captured but also the number of layers fully evident.

The box is a mass of parts, the level of detail being exceptional with wing rib and surface detail spot on. However, care will need to be taken with the removal of many of the parts so as not to damage them, and the use of a good pair of cutters and in some cases possibly a fine toothed modelling saw is advised. This is particularly the case with the extremely crowded frame "A" which holds many small and complex parts. It is also recommended that careful study is made of the instruction booklet if, like me, you like to build sections of the model out of sequence as there is always a logic to the construction of the extremely well engineered parts, plus the fact that it would be very easy to miss some of the smaller items.

Putting together some of the internal fuselage parts one can only marvel at the precision of the fit, and as with the engine, time spent on preparation and painting will reward you with an extremely authentic result, much of which can for once be seen given the exposed engine and large cockpit aperture.



VERDICT

As ever, a quality model such as this in this scale will act as the perfect platform for the skilled modeller to show off their talents, whilst allowing the less experienced to flex their muscles without a great amount of stress. The fuselage paint finish is probably the most demanding aspect of the kit, but one would assume that these models will probably appeal to those with some modelling experience behind them and they will enjoy the challenge. One quibble though, which has always been the case with Wingnut Wings' German in line engines – why no spark plugs? These are clearly visible on the engine and the plugs, with wires leading to the magneto will either have to be scratch built or sourced from elsewhere. For me are they are a real chore as I always seem to struggle achieving a decent result. This minor point aside, the Halberstadt is a beautiful airplane, and as one would expect Wingnut Wings have done it full justice.

Our thanks go to Wingnut Wings and Richard Alexander for the review sample. (Haris Ali)

HAWKER SEA FURY FB.11 EXPORT EDITION

1:48

Airfix/Materials: IM/Kit No. A06106/Availability: All good model shops/Price: £24.99

The last in an illustrious line of Hawker piston engined fighters, the Sea Fury entered service with the Royal Navy too late to see operations during WWII, but proved to be one of the fastest propeller driven aircraft ever produced. Attracting plenty of overseas interest, the Sea Fury was also operated in some numbers by the navies of Holland, Australia and Canada, with Australian Sea Fury's making a significant contribution to air operations during the Korean War.

When Airfix released the Sea Fury in 1:48 scale in 2018 it was widely met with favourable reviews, the modelling community on the whole being enormously pleased to have modern tooling of such an iconic aeroplane.

Unfortunately, it had a few little idiosyncrasies such as its multi-piece engine cowl that could prove a tricky to assemble unit and there then there was a batch with short shot fuselage pieces which added to the frustration of building some of the initially releases. That said it was and still is, a beautifully moulded kit, with exceptionally fine details and sharply incised panel lines with rivet details where appropriate. A fully detailed cockpit and undercarriage bays are found within, though little can be seen through

the somewhat small cockpit orifice once it is enclosed.

The wings have the option to be folded up too if space is an issue for storing your built models and the canopy can also be posed opened or closed as you see fit.

A healthy supply of underwing stores is supplied, in the way of drop tanks, bombs or rockets. So overall there is not a huge amount to differentiate this from the previous release of the Sea Fury FB.11. Where this kit differs from that seen last year, is in the markings options, all three of which are foreign operators. The choices are as follows:

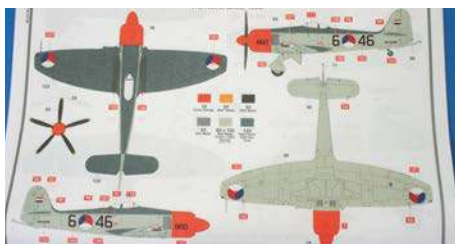
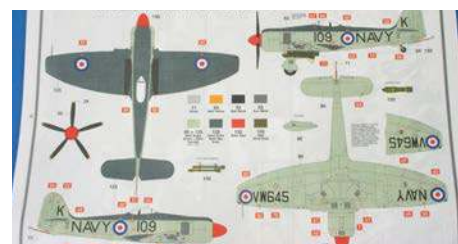
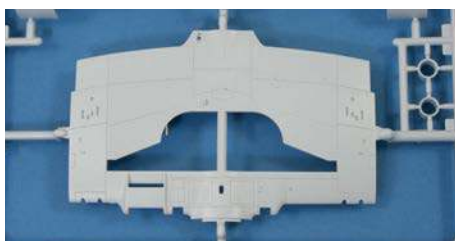
■ Royal Australian Navy(RAN), Canadian Navy and Royal Netherlands Naval Air Service are being catered for with three differing paint schemes to whet your appetite. The first is the subject of the box art, a machine from No.805 Squadron, Royal Australian Navy, Nowra, New South Wales, Australia, August 30th 1955. An aircraft flown by Lieutenant John Bluett (RN) who shot down an unmanned Auster J/4 Archer over Broken bay. This aircraft sports the standard FAA scheme of high sided Sky fuselage with uppers

surfaces in Extra dark Sea Grey (EDSG).

■ A Canadian Navy aircraft from No.803 Naval Air Squadron based on HMCS Warrior, Canada, 1948 featuring a different scheme of EDSG upper surfaces and fuselage with Sky undersides.

■ "Aerobats", VSQ 860. Royal Netherlands Air Service, NAS Valkenburg, The Netherlands, 1953. This one has a standard EDSG/Sky scheme with the huge colourful roundels and a bright orange nose and spinner.

All three options suit the aircraft and will make a nice addition to anyone's collection.



VERDICT

It is great to see this brute of an aircraft getting some attention from Airfix covering other air arms aside from the British Fleet Air Arm, of course there are plenty of options via the aftermarket guys if you want alternatives. (Mike Williams)

HENKEL HE177 A-5 GREIF

1:72

Revell/Materials: IM/Kit No. 03913/Availability: All good model shops/Price: £26.99

In the late '90s and early 2000s Revell had a bit of a renaissance releasing some exceptional 1:72 scale German WWII bombers all of which were extremely well detailed and covering plenty of the usual and unusual subjects of which this Heinkel He177 Greif was amongst them.

It has been re-released a couple of times and it is certainly one of their better efforts offering an exceptionally fine cockpit with exquisitely detailed guns, undercarriage and bomb bays too.

Spread over seven parts runners with a clear one also, there is certainly a lot packed into this kit with optional opened bomb bay and crew access doors all neatly done.

The now familiar full colour instruction sheets from Revell are superbly printed and easy to follow. When building this model it will certainly require some forward planning to allow for the various parts and subassemblies to be built, painted and masked off at various stages to allow the main paint job to be achieved without any issues.

The build itself should be relatively straightforward for a modeller who has some experience of building slightly complex kits, though it could prove a little tricky for a beginner to the hobby as is evident by the level 5 build guide on the box. For instance, there are approximately 60 parts to the interior alone with the pilot's and gunner's

stations all catered for with finesse, along with the tailwheel bay and bomb bay. All flying surfaces are supplied with small mass balances as well as control guide horns, all very delicate and easily lost if care is not taken when assembling.

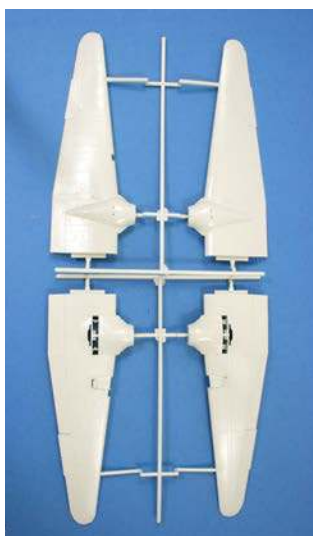
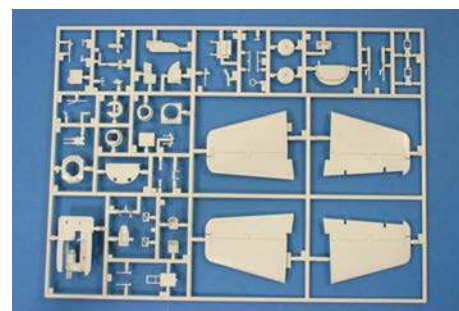
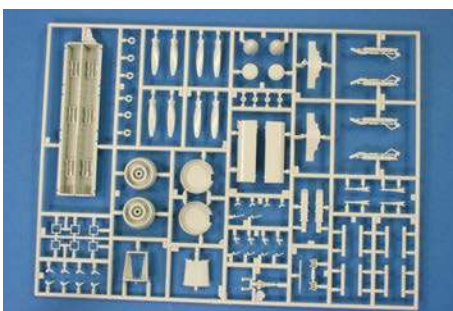
As well as a pair of conventional free-fall bombs to load into the bomb bay, what appear to be three guided missiles are supplied with their corresponding underwing launch rails. No mention is made of their type but a little research into the previous releases of this kit it tells us they are Fritz X guided anti-ship glide bombs; somewhat unique in being the world's first precision guided weapon to be used in combat and the first to sink a ship in combat.

The two colour options though could vex even the most proficient modeller being some of the most complex schemes I have ever seen in 1:72 scale.

Option one is for a He177 from KG.40 based in Bordeaux, France in June '44 sporting a standard RLM 70/71 splinter camouflage upper surface with RLM 65 undersides covered in random blotches of RLM 76.

The second, even more complex aircraft scheme, is found on He177 Wrk No.550131 from KG 5 in Aalborg 1944. This features the standard RLM 70/71/65 colours but the upper camouflage splinter pattern has a very tight squiggle pattern of RLM76 over the entire surface of the fuselage and wings. This could prove very interesting to try to replicate!

Finishing up the complete package from Revell is an excellent decal sheet with all the stencils and national markings, all crisply printed and opaque with fantastic clarity.



VERDICT

You can look forward to seeing a blow-by-blow build of this unique looking aeroplane in a future edition of Model Airplane International. Thanks to Revell UK for sullyng the sample. (Mike Williams)

NEW in the 'HOW TO BUILD...' series

How to Build... TAMIYA'S 1:48 SUPERMARINE SPITFIRE MK.I

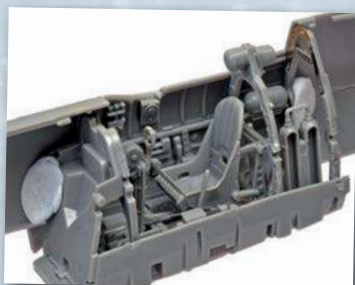
Available
NOW

When Tamiya released their 1:32 scale Spitfire Mk.IXc in 2009, they set a new standard for plastic model kits. As one of the most popular subjects in the history of scale modelling, we should not be surprised to find that Tamiya has now released an all-new Spitfire kit in 1:48 scale.

Tamiya's brand new 1:48 scale Spitfire Mk.I delivers innovative design, outstanding detail, an accurate outline and crisp, subtle surface textures. This model has nothing at all in common with their 1993 kit.

Between these covers, we provide an exhaustive step-by-step illustrated guide to building Tamiya's 1:48 scale Spitfire Mk.I straight from the box plus tips on painting and weathering. Plenty of inspiration is offered with two different configurations plus a conversion to the Photo Reconnaissance version with models by Brett Green and Marcus Nicholls.

Also included are a walkaround of a surviving Spitfire Mk.I, a summary of other Spitfire Mk.I model kits available in 1:48 scale, a list of available accessories and decals plus a catalogue of helpful references.



ALSO AVAILABLE Visit doolittlemedia.com for details



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Tamiya Supermarine Spitfire Mk.I - Pre-order

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1: 32

32139 - AMC DH-2 MAIN LANDING GEAR (w/w)

Designed For: Wingnut Wings
Material: Metal
Price Guide: \$14.95



1: 48

48362 - IDF F-CK-1C/D LANDING GEAR (FMK)

Designed For: Freedom Model Kits
Material: Metal
Price Guide: \$17.95



1: 72

72165 - F/A-18A/B/C/D HORNET LANDING GEAR (HAS)

Designed For: Hasegawa
Material: Metal
Price Guide: \$12.95



1: 72

72166 - VICKERS WELLINGTON MK.1A/D LANDING GEAR (AX)

Designed For: Airfix
Material: Metal
Price Guide: \$12.95



1: 18

18004 - F/A-18 HORNET MAIN LANDING GEAR (BBI)

Designed For: BBI
Material: Metal
Price Guide: \$24.95



1: 32

32142 - RE.8 HARRY TATE EARLY LANDING GEAR (w/w)

Designed For: Wingnut Wings
Material: Metal
Price Guide: \$16.95



1: 32

32143 - RE.8 HARRY TATE LATE LANDING GEAR (w/w)

Designed For: Wingnut Wings
Material: Metal
Price Guide: \$16.95

ALSO SEEN THIS MONTH FOR
FUTURE RELEASE (NO IMAGES
AVAILABLE AT TIME OF GOING
TO PRESS)

1:32

32140 - B-24J LIBERATOR LANDING GEAR (HB)

Designed For: Hobby Boss
Material: Metal
Price Guide: \$21.95

1:32

32141 - FE.2B LANDING GEAR

Designed For: Wingnut Wings
Material: Metal
Price Guide: \$17.95

1:48

48363 - SPITFIRE MK.I LANDING GEAR (TAM)

Designed For: Tamiya
Material: Metal
Price Guide: \$12.95

1:48

48364 - BRISTOL BEAUFIGHTER TF.X LANDING GEAR (REV)

Designed For: Revell
Material: Metal
Price Guide: \$18.95

SIGNIFER

signifer.chez-alice.fr

1:32

SN32007 - RAF POWER CART WWII

Designed For: Universal
Material: Resin
Price Guide: Unknown at time of going to press



1:48

SN48017 - CHEVRON GRIDS - ARMÉE DE L'AIR WWII (217 X 218 MM)

Designed For: Universal
Material: Resin
Price Guide: Unknown at time of going to press



TRANSFER LIST

EURO DECALS FROM FANTASY PRINTSHOP

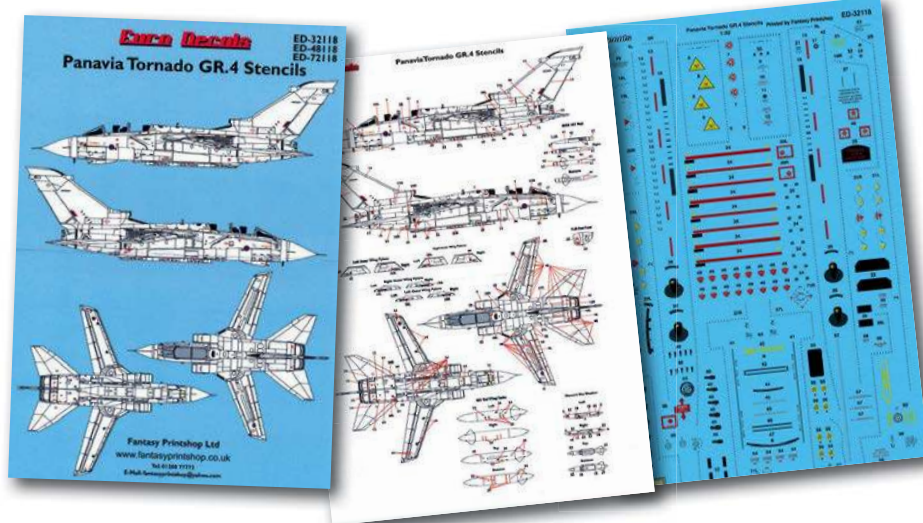
www.fantasyprintshop.co.uk

Fantasy Printshop is a regular printer to decal publishers but release decal sheets occasionally under their own Euro Decals banner. We have some recent additions to their range to show to you this month that will be well received by Tornado fans.

At the time of writing, early February, there is only a handful of GR.4 Tornados still flying. A small number are still engaged in operations in Cyprus but they will soon return as the date of final RAF Tornado flying at the end of March arrives. They have had a busy career since RAF Tornado flying began in 1982. Some special schemes were demonstrated in January at a Tornado Farewell event held at RAF Marham. No doubt we will be seeing these schemes appearing on decal sheets soon. These Tornado stencil sheets will be ideal to complete any GR.4 model.

PANAVIA TORNADO GR.4 STENCILS (SHEET NO. ED-72118) PANAVIA TORNADO GR.4 STENCILS (SHEET NO. ED-48118) PANAVIA TORNADO GR.4 STENCILS (SHEET NO. ED-32118)

All of the sheets are from the same artwork, getting progressively bigger until the 1:32 sheet just fits snugly within its bag. The placement instructions are fine but if using one of these myself, I would do an enlarged copy to avoid eyestrain, etc. It is also good to tick-off each one as you progress through the process. Needless to say, some of the 1:72 items are very small, so good luck with that one.



FANTASY PRINTSHOP

www.fantasyprintshop.co.uk

RAF 8" SERIAL NUMBERS AND LETTERS WWII AND 1946 1:32 (SHEET NO. FP1080 DULL RED OR FP1080 BLACK)



Those building any RAF WWII 1:32 model might like to have one each of these sheets in stock. There are times when a particular example of your subject could take your fancy and a change of serial numbers and letters will be needed. These sheets will be ideal in those circumstances. The complete alphabet and numbers 1 to 0 appear several times and in different font styles and the sheet comes printed black or dull red. Thanks to Fantasy Printshop for supplying their new releases for review.

Bf 109G-10 WNF/Diana

1/48

March 2019
Cat. No. 82161
www.eduard.com



NEW in the 'HOW TO BUILD...' series



NEW How to Build Hawker Typhoon Mk.Ib

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The complete guide to building the amazing Airfix 1:24 scale Hawker Typhoon, written by Brett Green of HyperScale and Model Military fame.

This new book features an exhaustive step-by-step guide to construction with modelling contributions by James Hatch, Brett, and Chris Wauchop.

Hundreds of construction photos, reference images, a museum walk around, and how to get the very best from your big Typhoon kit a must have before you build the model!

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VALIANT WINGS PUBLISHING LTD

www.valiant-wings.co.uk

- By Richard A. Franks
- Published by Valiant Wings Publishing Ltd
- Guide Price £13.95
- ISBN 978-0-995-7773-7-8
- 66pp softback, 297 x 210mm

We welcome the first book of 2019 from Valiant Wings, a new Airframe Details look at the Ta 154, the Moskito. It was no coincidence that the Ta 154 was named thus, the concept was in response to how impressed the Germans were by the de Havilland Mosquito. It was hoped that the Luftwaffe would be operating a high performance, lightly armed, twin-engine fighter made from a large proportion of wood.

As ever, the first chapter in this new book takes a look at the history and development of the Ta 154. From the very beginning, the design would suffer with problems. The first of these was various changes of mind about the operation requirements of the design with changes of armament layouts and even the suggestion that a bomb bay be added, as seen on the Mosquito. All of this would introduce delays and some redesign work. Engine limitations, unable to keep pace with these amendments would also be an issue. It was also found that, although Germany had

plentiful supplies of timber, skills in turning timber into airframes were sadly lacking. This chapter goes on to list the fate of the various prototypes with landing accidents and the destruction of aircraft in air raids featuring regularly. Of the many photos of the Ta 154 in this chapter, there are many wrecks and only one in Moskito in flight.

The next chapter, consists of not far off half of the book covers a Technical Description of the Ta 154. All 28 pages cover the Ta 154 from one end to the other with many technical diagrams and photos, all ideal for anyone with a kit that is looking for more detail to add. I always think that it is astonishing that much of this material has survived and that anyone knows where to find it.

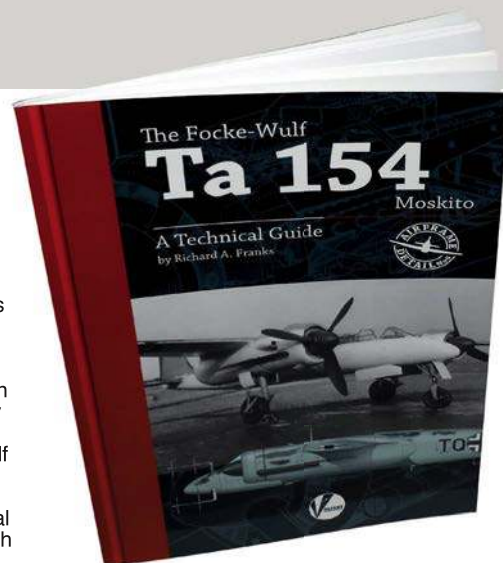
Next is the section on Camouflage and Markings. The author makes it clear at the beginning that the schemes illustrated are all based on 'educated guesses' as there are no known colour photos of the Ta 154. The 8 page section is illustrated with photos and colour profiles and a set of 1:72 plan drawings.

Before we reach the usual lists of kits, decals, accessories and books at the end of this new book, there is a very impressive review/build of the HpH 1:32 Ta 154 kit by Steve Evans. This multi-media, £200 plus kit is looked at in detail and comes highly

recommended to those with an interest in the subject to match their deep pockets.

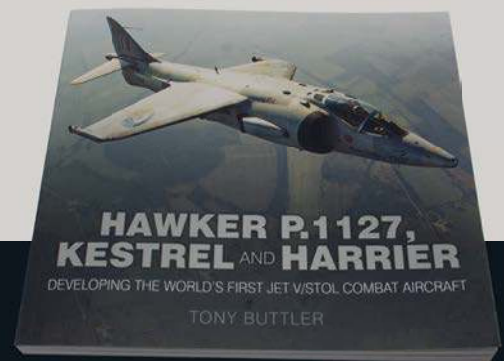
Despite rather a chequered and brief career, the Ta 154 has appeared in several kit manufacturers' lists over the years. If you have one on the shelf and have been awaiting some good reference material so that you can crack open the box and make a start, here it is. This is another great reference title from Valiant Wings and Richard Franks' desk and comes highly recommended, getting the year off to a flying start.

Thanks again to Valiant Wings for supplying their latest title for review. (Alan Firbank)



SAMPLES FOR REVIEW

Please send all items for review to the following address: Model Airplane International, Doolittle Mill, Doolittle Lane, Totternhoe, Bedfordshire, LU6 1QX, United Kingdom. Companies in the European Union should also add our VAT number, which is GB 789 7020 84



THE HISTORY PRESS

www.thehistorypress.co.uk

- By Tony Buttler
- Published by The History Press
- Guide Price £20.00
- ISBN 978-0-7509-6530-9
- 154pp softback

We are not sure whether this is a new title, the initial release date of 2017 suggesting that it is not, but it is certainly new to us and as such we felt it was worth bringing to your attention.

Having spent a few hours at Cosford where of course you will find a wonderfully restored Kestrel FGA.1, we were delighted to see this book on their book shop shelves. Picking it up to take a look it soon became apparent that this was a very impressive publication offering an incredible amount of technical data, photographs and impressions of all three aircraft mentioned on the cover. How could we resist buying a copy?

This book unashamedly deals with the development of Britain's 'Jump Jet' from the early P.1127 prototypes with their underpowered engines, through to the

elongated Kestrel and on to the Development Batch Harriers and their entry into both RAF and USMC service (there is no detail of their service life thereafter). Throughout the pages you will find hundreds of superb photographs, many of them unlikely to have been seen before by all but the most knowledgeable of students. This was certainly true in my case, where, despite studying this aircraft in detail over many years, I was taken aback by how much I had not seen and how full of holes my library was when it came to each one!

Open the book and you will find John Farley's opening introduction where he touches on the fact that the detail contained within its pages lend a heft to proceedings that may take it away from the needs of the casual reader. Though this is in part true, I would not say that that in any way spoils the enjoyment of flicking through the pages, each being packed with not only those details, but also the pictures and drawings that help to illustrate every aspect of the story. Reading the text is to be encouraged, but simply thumbing through the book to absorb the pictures is every bit as enjoyable!

The chapters work their way through the development of each particular aircraft, sensibly laid-out pages offering an almost day-to-day history of each one as they progressed through testing and the highs and lows that were experienced along the way. As you read through the book you will discover how each aircraft was altered, sometimes in very small ways to get the most from each design, how subtle changes to the airframes were needed to allow it to fly as planned and how in the case of the early engines, their lack of power and life was such that after only an hour in some cases they needed to be removed and rebuilt! It's all stirring stuff and a wonderful testament to the designers and engineers who took an idea and ran with it, to create what became one of the world's great aircraft.

This is a very fine book that will delight not only fans of the Harrier family, but also aviation enthusiasts as well. It is superbly written, packed with technical detail and illustrated with some of the finest pictures I have ever seen of these aircraft published in one place. And at £20, it is an absolute bargain. Grab it while you can folks, you won't regret it! (Spencer Pollard)

An early P.1127 XP980 as seen at the Fleet Air Arm Museum Yeovilton. This aircraft is something of a hybrid, having been fitted with Harrier wings, something that would most definitely not had had during its period of testing! (Spencer Pollard)



ONE, ONE, FOUR, FOUR NEWS

ROY KINSELLA ROUNDS UP SOME OF THE LATEST RELEASES FROM THIS INCREASINGLY POPULAR AIRCRAFT SCALE. THIS MONTH HE LOOKS AT ...

SANKEI

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MINIATURE BUILDINGS THAT WILL BE YOUR PAPER MATES...

Sankei are a well-established Japanese producer of fine diorama structures. They produce both civilian and military buildings which are just incredible. What's amazing about these kits is, although they have mouth watering detail, they are in fact precision laser cut cardboard. They are easy to assemble, incredibly strong and are perfect for using if you intend to produce an airfield diorama to display your 1:144 builds. They can be purchased from various Japanese Online stores as well as Ebay. Here is just a sample of the many products Sankei produce and I highly recommend them.



1:144 FIRST SNOW TYPE DD HELICOPTER DECK - PRODUCT CODE: MK08-09



1:144 AVIATION BUILDING AND MOBILE CART - PRODUCT CODE: MK08-03



1:144 AVIATION AIRCRAFT RADAR TOWER - PRODUCT CODE: MK08-05

1:144 AVIATION AIRCRAFT BUILDING - PRODUCT CODE: MK08-06



RODEN

www.roden.eu

THE COLD WAR CARRIER THAT BECAME A GLOBE MASTER**DOUGLAS C-133 CARGOMASTER - PRODUCT CODE: NO.333**

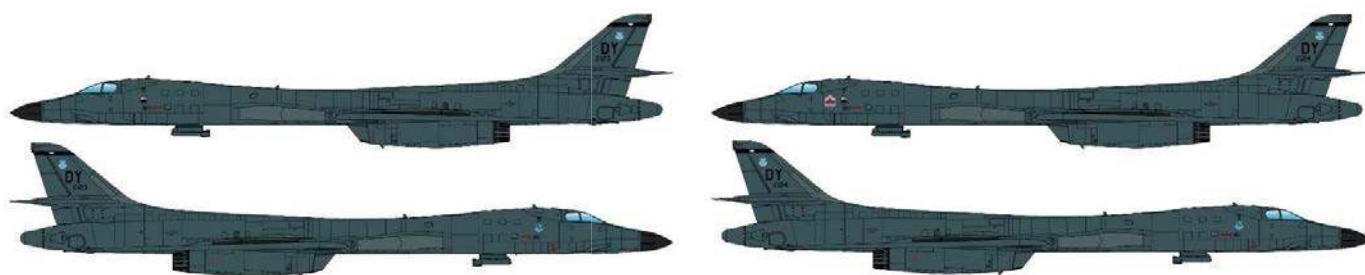
Though Roden have been concentrating on vehicles for a while – and ones that found service during WWI to boot – they've certainly not left aircraft alone, with some sparkling releases hitting the model shop shelves in 1:144 in particular. Having already released the enormous C-5 Galaxy in this scale, it should come as no surprise to see its immediate predecessor the Douglas Globemaster now in the works. Equally impressive, even in this smaller scale of ours, this new kit when it finally hits the shelves will be a commanding replica that will no doubt continue Roden's reputation for accuracy, detail and levels of engineering finesse. Given that the aircraft was also from a time when grey finishes didn't predominate, we can also expect some interesting schemes to be forthcoming, both from the kit and from the aftermarket. Having seen their recent releases, Caracal in particular must be licking their lips at the thought of this kit being released... More news when we have it.

**STOP PRESS!****ACADEMY**

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THE LANCER JOINS THE FRAY...

At the recent Nuremberg Toy Fair 2019 Academy had on display some future releases for this year. Included in the display was an incredibly stunning Rockwell B-1B Lancer. Looking at some recent screenshots released of the sprues we can see already se this looks set to be a very detailed and impressive build. Model Airplane International will be following this release closely in the coming months.

**AVAILABLE FROM** doolittlemedia.com



SPITFIRE OF THE GODS

How Eduard's delightful 1:144 Spitfire Mk.IX became a natural metal, Greek warrior...

This project began with the purchase of a 1:144 Spitfire Mk.IXc from Eduard, in this instance from their 'Naši se vracejí Quattro Combo' model set. This is a brilliant release of the Mk.IX kit which as the "Quattro" would suggest, contains four full kits, four masking sets and 8 decal options. For this build I also decided to use an aftermarket decal sheet from Shelfoddity, depicting a post-war natural metal Spitfire Mk.IXc from the 337th Squadron of the Hellenic Air Force.

The build

Once you begin, you soon realise there isn't a large number of parts in this kit, although

what there is, are extremely crisp and moulded with superb detail for this scale. The wings are supplied in one piece and the fuselage in two. Carefully removing these parts from the sprue, the only clean up needed is where the part is cut off. This was easily dealt with a sanding stick. As with most Eduard kits there was very little flash to deal with. There are no cockpit details included with the kit, and as it only has a closed canopy option, I simply sprayed the inside of the fuselage halves around the cockpit area with Tamiya XF-71 Cockpit Green.

The two fuselage halves were glued together with Tamiya Extra Thin Cement, being careful not to get any glue on my fingers. Even though these two parts are probably the biggest in the kit they are tiny in my hands!

With the fuselage halves together they were now glued to the wing section. Next, the tailplane sections were glued into place.

Whilst the glue set around the airframe, I turned my attention to the task of masking the canopy. This was made easy thanks to the masks that are supplied in the box. These are a great help as cutting masks from tape would have taken me ten times longer! With the masking complete, I glued the one piece windshield/canopy in place along with the two radiator shrouds to the underside of the wings. With a small amount of Deluxe Models, Perfect Plastic Putty, the small seams and joints were filled, the excess being wiped away with a damp cotton bud. After sufficient time was allowed for the glue and putty to set, I





once again sprayed XF-71 over and around the canopy and cockpit area, so that when the masks were removed the green of the inner frame would be visible. While I had the paint in the airbrush I gave the wheel wells a coat as well.

Masking the wheel wells with Blue-Tack was the last step needed to allow me to start the main painting of the model.

Painting

Step one was to prime the entire model using Mr. Surfacer 1000 thinned with Mr. Hobby Leveling Thinner. As the aircraft was going to be a natural metal finish the best possible surface was needed for the various metal paint shades. After the primer had cured properly I gave it a rub down with a microfibre sponge to ensure I had a smooth finish and then sprayed everything that was to be metal with Tamiya AS-12 straight from the can. As the rudder and elevators on the real aircraft were fabric with a silver colour dope, I masked these at this stage as the AS-12 represented the colour perfectly. Now I sprayed the whole model with Alclad 2 ALC-119 Airframe Aluminium, picking out some panels and the leading edges of the wings with Alclad 2 ALC-102 Duraluminium to add some variation to the overall look. With the paint dry, I sealed everything with a very light coat of Aqua Gloss.

The propeller could now be painted. Firstly, the tips were airbrushed with Tamiya XF-3 Flat Yellow, then with these masked off the rest of the blades were painted with Tamiya XF-85 Rubber Black. I prefer the look of this compared to flat black for props as it appears to be more in scale. The undercarriage was mostly airbrushed with the required colours, apart from the wheels which I decided to brush

paint as the masks supplied for these would have taken me equally as long to apply as to paint.

Decals

Whilst browsing Shelfoddity's website I came across a decal set which was right up my street. It was a set for a natural metal Spitfire Mk.Ixc of the Hellenic Air Force. Having already built two other Spitfires from this Eduard boxing in the more familiar green/grey scheme I thought this would be a nice change and something a little different. The decals are excellent, thin but not too fragile and with a little help from some Microsol and Microset, they conformed perfectly to the contours and panel lines of the model. The only issue – though not a big deal – was the decal for the anti glare strip. This had a little too much carrier film where it should fit snugly to the front of the windshield so it needed to be trimmed off, its application being straightforward thereafter. With all decals applied another fine coat of Aqua Gloss was added to once again seal everything ahead of weathering.

Weathering

Proceeding with slightly weathering the model, I applied a black wash made from white spirit and Winsor & Newton Ivory Black oil paint, this mix being applied to the entire model. Leaving this to dry I then removed the excess with a cotton bud in the direction of the natural airflow over the aircraft. This being quite a uniform wash I then added a slightly thicker mix of white spirit and W&N Vandyke Brown to add some contrast to different panel areas on the wings. Then using a soft flat edged brush to blend the oils until I got the effect

SKILL LEVEL: Beginner/Intermediate

SPECIFICATION:

Eduard 'Naši se vraćaji Quattro Combo'
Kit No. 4432
Materials: IM
Availability:
Price: Not available from Eduard but available from eBay for under £20

TOOLS AND MATERIALS:

Zoukei-Mura cutters
Flory models sanding sticks
Halfords sanding sponge
Tamiya tape
Tamiya Extra Thin Glue
0.2 mm unbranded airbrush
Deluxe materials Perfect Plastic Putty
Blu-Tack
Cotton buds
Cocktail sticks

PAINTS USED:

Alclad2 ALC-119 Airframe Aluminium
Alclad2 ALC-102 Duraluminium
Alclad2 Aqua Gloss

Mr. Hobby
Mr. Surfacer 1000
Mr. Hobby Leveling Thinner

Revell Matt black

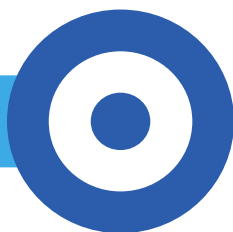
Tamiya AS-12 Bare Metal Silver
Tamiya X-25 Clear Green
Tamiya X-27 Clear Red
Tamiya XF-3 Flat Yellow
Tamiya XF-71 Cockpit Green
Tamiya XF-85 Rubber Black

Winsor & Newton Ivory Black
Winsor & Newton Vandyke Brown
Winsor & Newton Burnt Umber

AFTERMARKET:

NMF Spitfire LF.Mk.Ixc Hellenic AF decals from www.shelfoddity.com

KIT BUILD



I desired. Exhaust stains were added with oil paint, this time a mix of W&N Ivory Black and Burnt Umber, again blended slightly with a flat brush. For the wingtip lights I used clear red and green again from Tamiya, applying these

with the point of a cocktail stick as only a tiny amount was needed in each spot. Finally, I added the undercarriage and propeller to complete the build. I didn't add a final coat of varnish to seal the oil washes as I didn't want

to dull the Natural metal finish any further, this just meant I had to handle the finished model with extra care as to not rub any wash off. With that I was happy with my finished model! ■

The model assembles very easily, so we move quickly to painting. With the airframe complete the area around the canopy can be painted Tamiya Cockpit Green.



The model is prepared for its natural metal finish with a layer of Mr. Surfacer...



...Before being airbrushed with several thin coats of Tamiya AS-12 Bare Metal Silver.



The Bare Metal Silver sprays easily to create an ultra-smooth silver finish.



The Hellenic decals were discovered whilst browsing the 'Shelfoddity's' website.



The pale blue Hellenic roundels look superb against that metal finish!



Though the Tamiya AS-12 looked attractive as it was, the addition of a layer of Alclad 2 Airframe Aluminium added an extra layer of sparkle.



Decalling all done - time for some weathering!



I applied a black wash made from white spirit and Winsor & Newton Ivory Black oil paint, this mix being applied to the entire model.



FINAL VERDICT

These little Spitfire kits from Eduard are not only great value, I picked this kit of four up for under £20, but great fun. Anyone wishing to try a 1:144 build these would be a great starting place as they aren't overly complicated, and the quality of fit is nearly as perfect as you can get in my eyes. For the more experienced modeller there are a few aftermarket bits and pieces available, including a photo etch cockpit and flap set from Eduard themselves, which would make this a great little project. I would also encourage fans of 1:144 scale to head over and check out www.shelfoddity.com these guys have some awesome products for this scale. Thanks to Spencer and all the team at MAI.

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KIT BUILD

BUILT AND WRITTEN BY SPENCER POLLARD



TANKED UP!

We build Airfix' second release of this famous Cold War bomber, the K.2 tanker

Several months ago we began our look at the Airfix Victor K.2, with a full preview of the kit in the November 2018 issue and then we made a start on construction in the

December issue. Having rather languished in the doldrums since then (for reasons discussed in more detail in this issue's "Final Thoughts") we didn't manage to complete the model in the time that we wanted it to be done, so we've

decided to bring you a complete feature this month for those that may have missed the first part. As such, those construction images and captions seen in December have been repeated here and then bolstered with the



SKILL LEVEL: Intermediate/Advanced

SPECIFICATION:

Handley Page Victor K.2/SR.2

Kit No: A12009

Materials: IM

Available From: All Good Model Shops

Price Guide: £59.99

BEFORE STARTING:

Tamiya Extra Thin Cement

Gunze Sangyo Mr. Cement S

Tamiya Masking Tape

Xuron Cutters

Tweezers

Swann Morton No.10 Scalpel & 10A Blades

Plasti-Zap Cyanoacrylate Glue - thin and medium viscosity

Gunze Sangyo Mr Filler Primer

Humbrol Filler

Mr. Color Thinner

PAINTS USED:

Tamiya

AS-12 Bare Metal Silver

XF-1 Flat Black

XF-2 Flat White

X-22 Clear

XF-64 Red Brown

XF-85 Rubber Black

Mr. Hobby

H335 Medium Sea Grey

Mr. Color

C330 Dark Green

Games Workshop

Runefang Steel

Humbrol

33 Flat Black

27 Blue Grey

24 Trainer Yellow

60 Scarlett

ACCESSORIES USED:

Eduard Handley-Page Victor B.2/K.2 masking set - www.hannants.co.uk

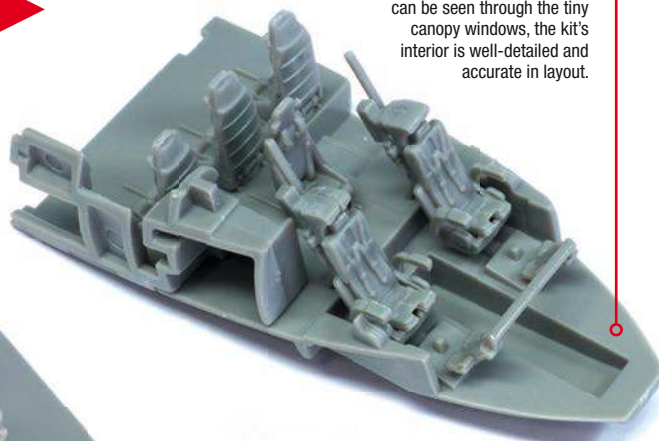
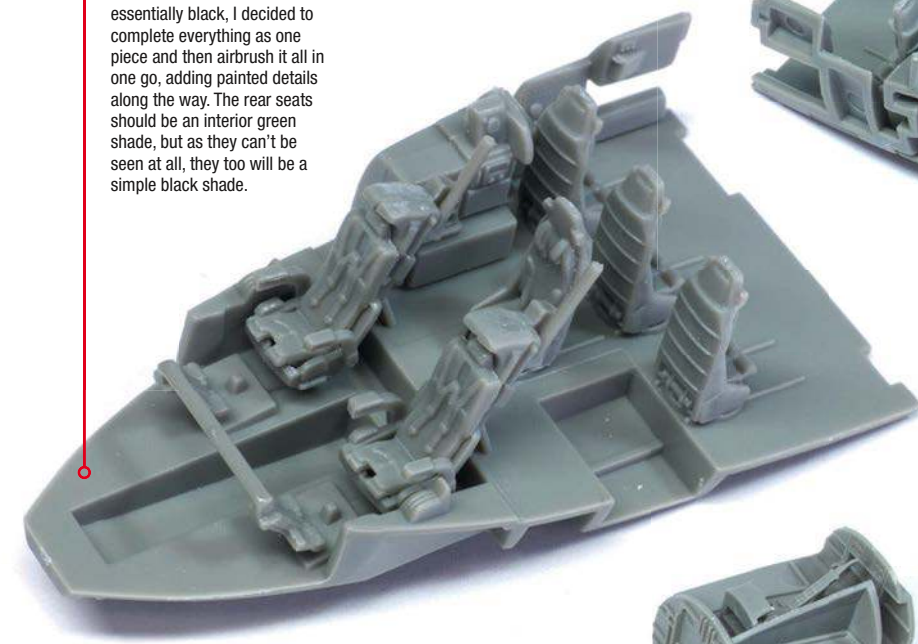
Master Handley-Page Victor K.2/B.2 - Pitot Tubes and Refueling Probe Boom - www.hannants.co.uk

Iwata-Medea Artool Freehand Airbrush Templates, Texture Fx Mini Series - www.amazon.co.uk

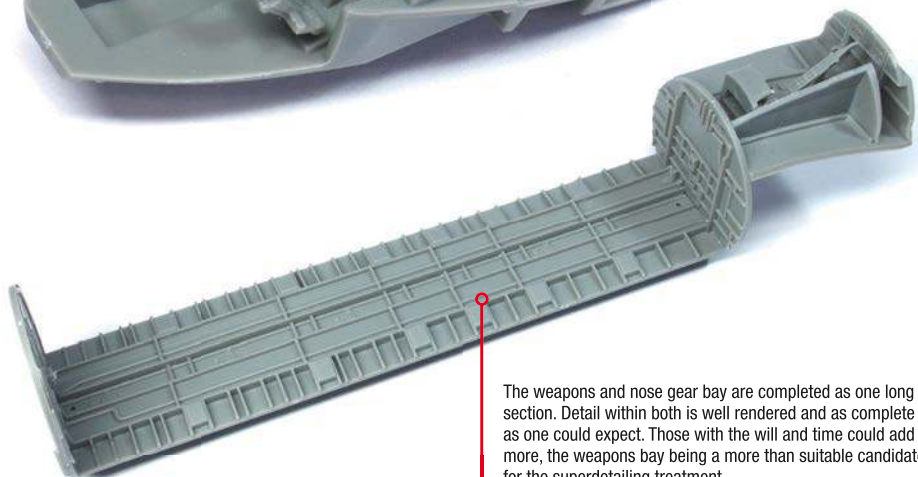
KIT BUILD

As the interior would be essentially black, I decided to complete everything as one piece and then airbrush it all in one go, adding painted details along the way. The rear seats should be an interior green shade, but as they can't be seen at all, they too will be a simple black shade.

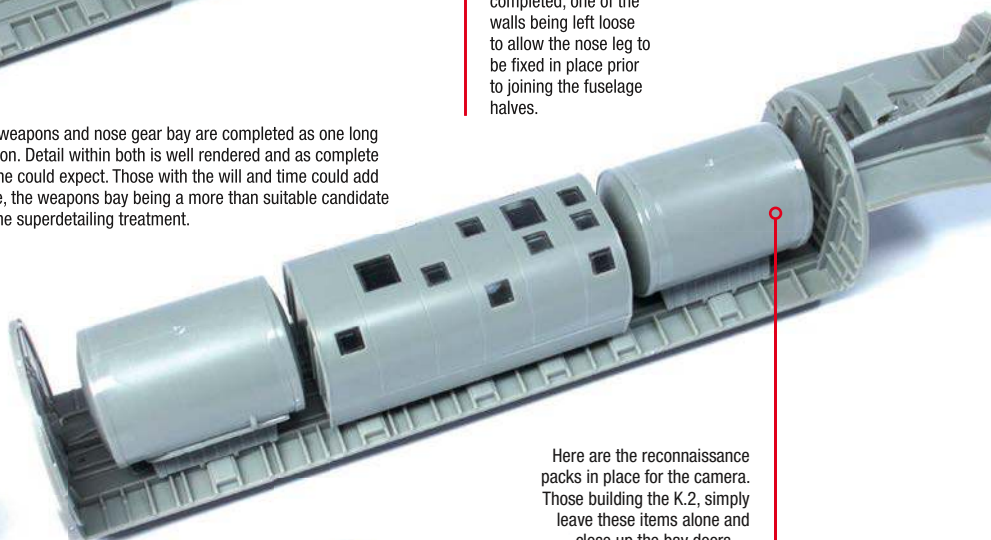
Though very little of the cockpit can be seen through the tiny canopy windows, the kit's interior is well-detailed and accurate in layout.



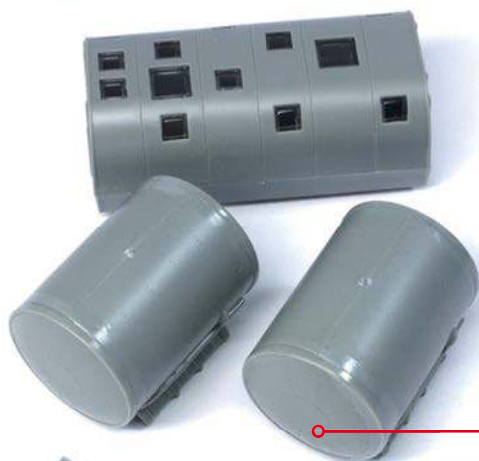
With the cockpit assembled, the nose gear bay can be partially completed, one of the walls being left loose to allow the nose leg to be fixed in place prior to joining the fuselage halves.



The weapons and nose gear bay are completed as one long section. Detail within both is well rendered and as complete as one could expect. Those with the will and time could add more, the weapons bay being a more than suitable candidate for the superdetailing treatment.

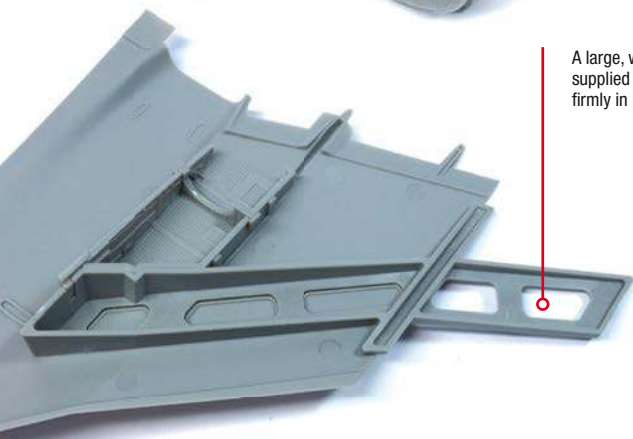


Here are the reconnaissance packs in place for the camera. Those building the K.2, simply leave these items alone and close up the bay doors...

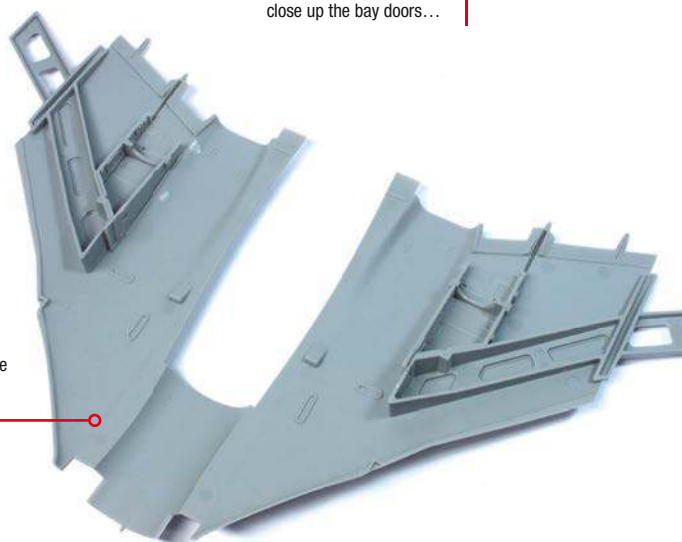


The kit offers an SR.2 variant on its decal sheet, a full suite of reconnaissance items being supplied to its weapons bay.

A large, well-designed spar is supplied to fix the outer wing panels firmly in place.

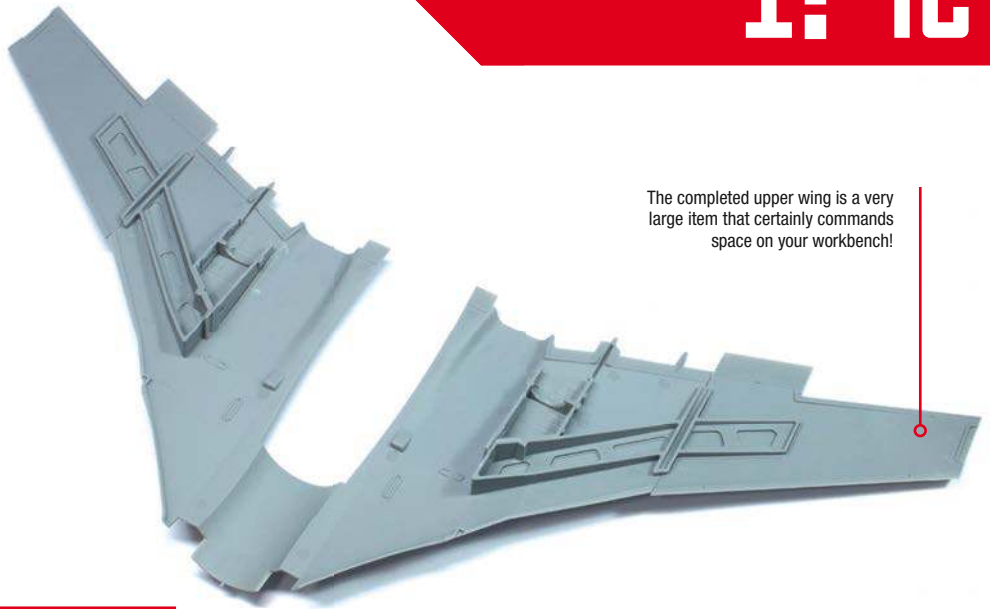


Here are those spars, cemented in place with Gunze Sangyo Mr. Cement S.

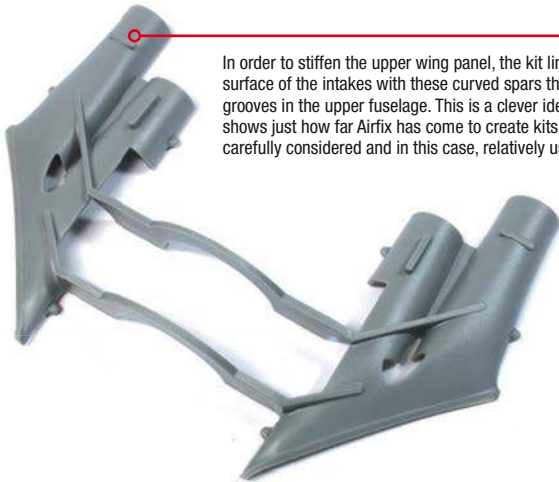




The outer wing panels fit perfectly in place, the spars setting their location and angle against the huge inner wing and fuselage panel.



The completed upper wing is a very large item that certainly commands space on your workbench!

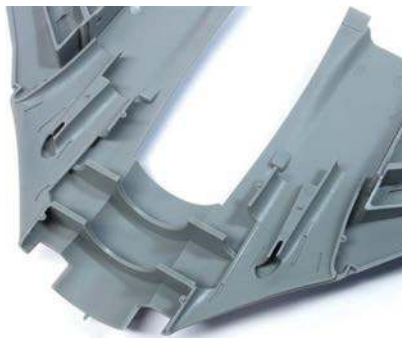


In order to stiffen the upper wing panel, the kit links the upper surface of the intakes with these curved spars that slip into grooves in the upper fuselage. This is a clever idea and one that shows just how far Airfix has come to create kits that are both carefully considered and in this case, relatively user-friendly.

Deviating from the instructions, the intake splitter plates were glued to the lower panels so that everything could be painted in one go. Fit here is rather average and some gaps around each plate were apparent, Mr. Surfacer being used to deal with these unwanted issues.



Here is the intake part in place to test its fit. Perfect, is I think an apt description!

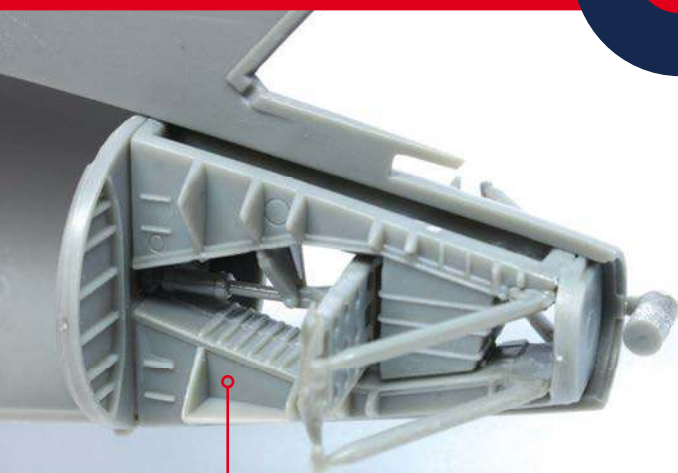


Having test-fit the upper intakes, here they are glued in place under the upper wings. Once again, Mr. Cement S has been used to create a solid, quick-setting bond ready for the addition of the remaining details.

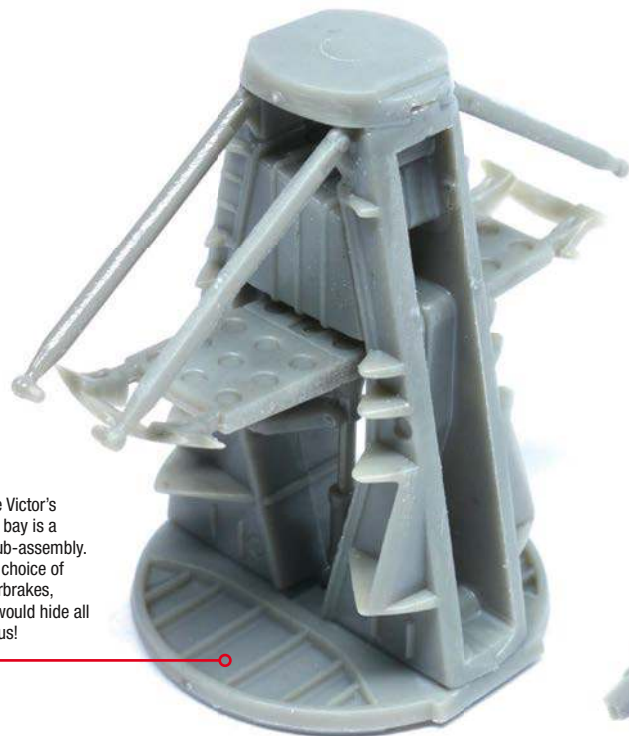
Test-fitting the lower intake plate. It is at this point that the masking of these parts becomes something worth considering, the demarcations between the colours being far from easy!



KIT BUILD



The airbrake sub-assembly slides easily into place...

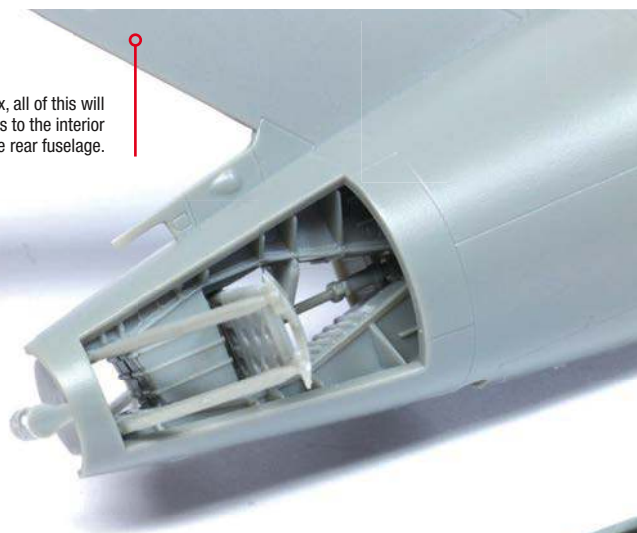


The interior of the Victor's complex airbrake bay is a wonderful little sub-assembly. The kit offers the choice of open or closed airbrakes, though why you would hide all of this is beyond us!



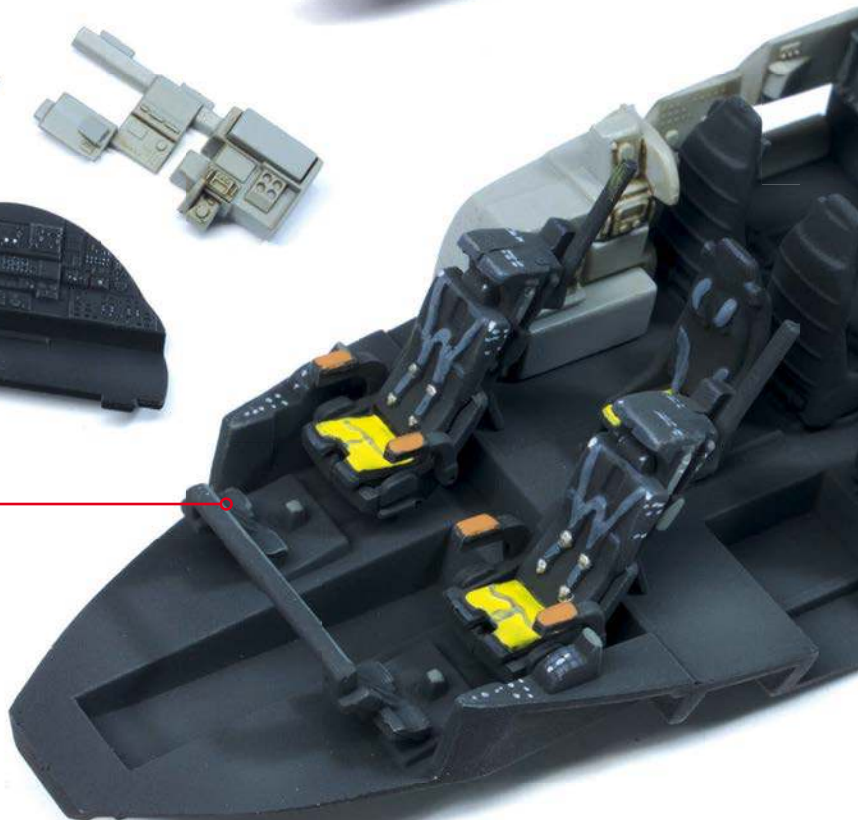
...Its outer appearance looking like this. Being so complex, all of this will have to be painted and weathered before assembly, access to the interior being all but impossible once fixed inside the rear fuselage.

The final items to be assembled ready for painting are the huge underwing tanks and the no-less-impressive refuelling pods. Though the pods fit together well, the tanks exhibited some gaps that needed to be filled, epoxy putty being used to complete this important task.

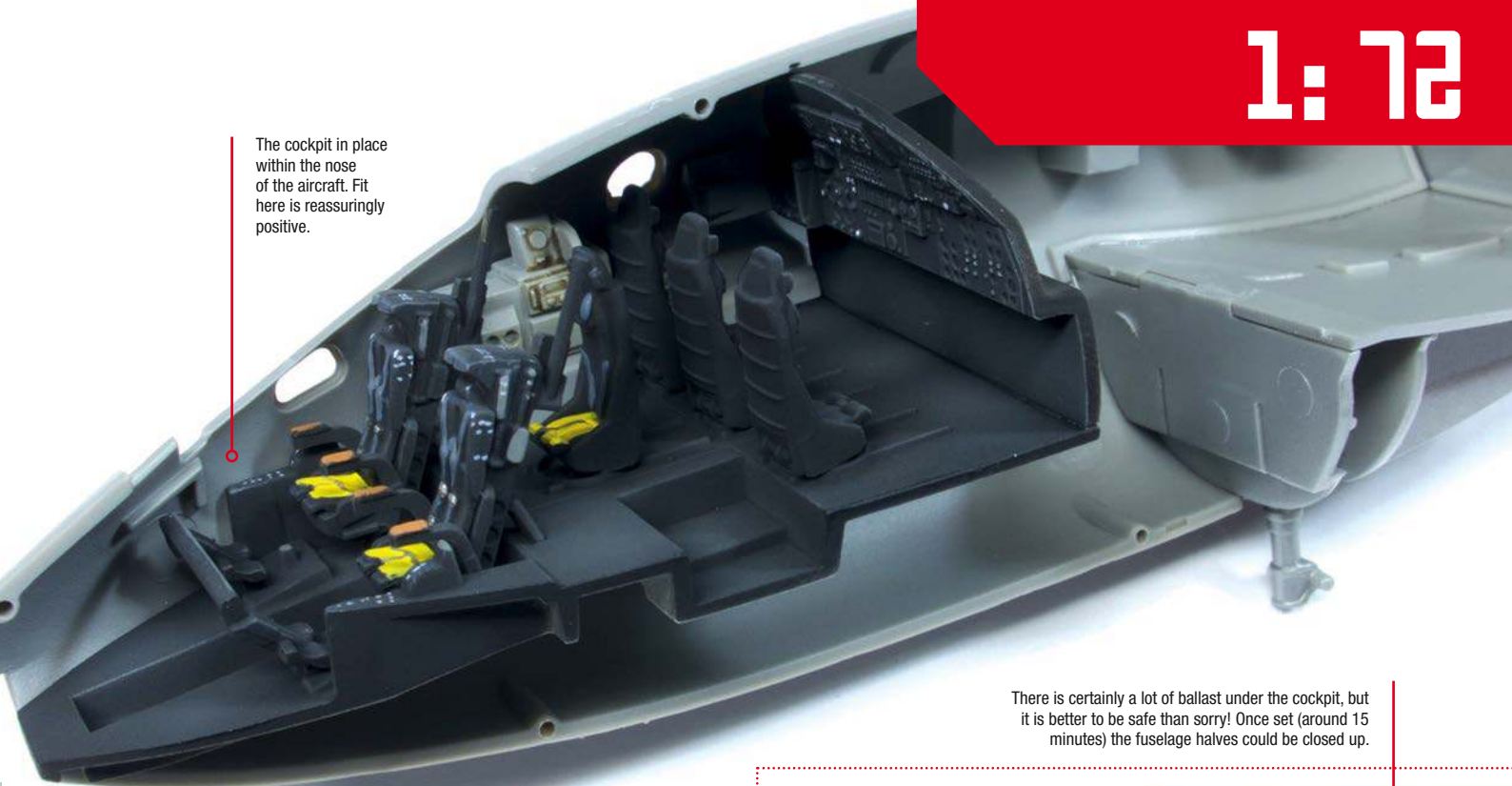


The cockpit components as built from the box. Assembly is relatively simple, despite the fit around the seats being less than stellar. The yellow seat cushions add a much-needed splash of colour! Decals incidentally are provide to decorate the instrument panel.

The interior was basecoated with Tamiya XF-1 Flat Black and then highlighted with a cloudy overspray of XF-63 German Grey. Once dry, a drybrushed layer of Humbrol 27 Blue Grey was applied and then some of the smaller details picked out. As very little of the interior can be seen under the glazing, only rudimentary paintwork was carried out within the cockpit.



The cockpit in place within the nose of the aircraft. Fit here is reassuringly positive.



There is certainly a lot of ballast under the cockpit, but it is better to be safe than sorry! Once set (around 15 minutes) the fuselage halves could be closed up.



The Victor is a notorious tailsitter, so plenty of weight is needed up front. Here you can see the materials used, a pot of 'lead water' and Araldite epoxy glue, ready to be fixed together and then poured into place. Fishing weights would be a suitable replacement for the 'lead water' should that be hard to find.



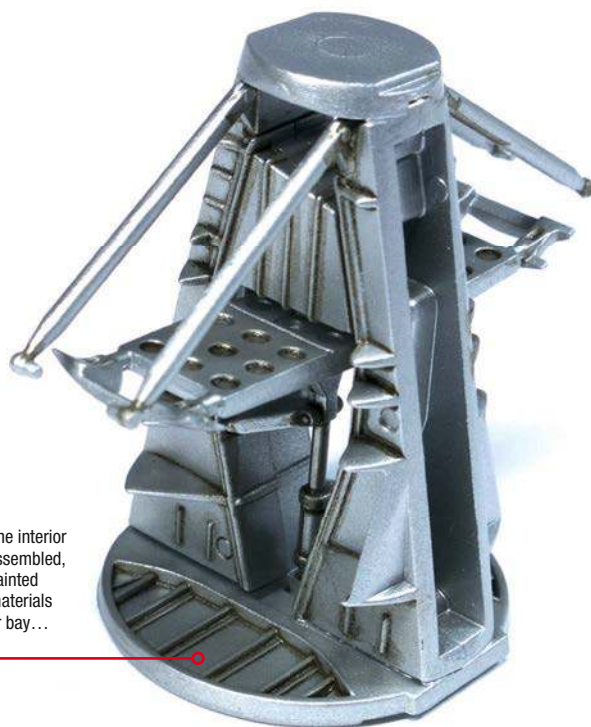
The interior of the nose gear bay is well-detailed, as is the interior of the weapons bay. As the rear bay was to remain empty and closed, only the nose bay was painted, in this case with Tamiya AS-12 Bare Metal Silver, washed over with Raw Umber to bring out the detail and create an oily, used appearance.

KIT BUILD

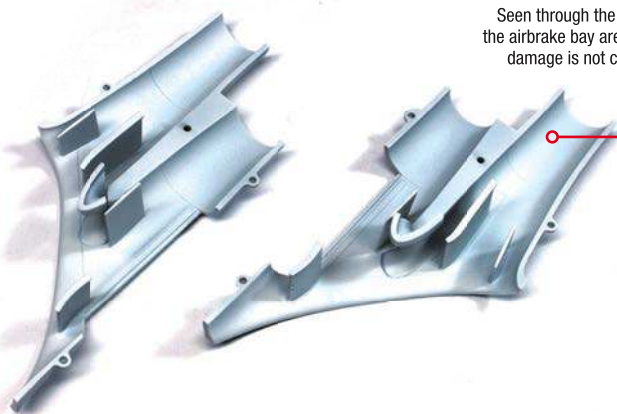


...And here is the airbrake interior in place. As with most of the kit's smaller sub-assemblies, fit is neat and tidy, only a drop of liquid cement being used to hold it in place.

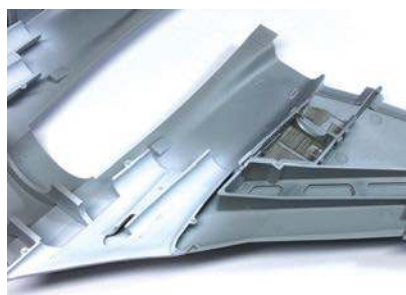
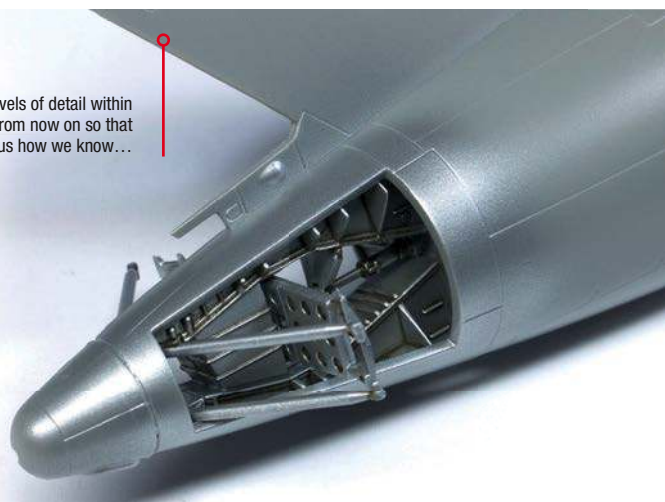
We've already seen the interior of the airbrake bay assembled, well here it is once painted following the same materials seen in the nose gear bay...



Seen through the opening in the rear fuselage the levels of detail within the airbrake bay are easy appreciate. Care is needed from now on so that damage is not caused to these delicate parts. Ask us how we know...



Before fixing the intake tunnels in place they were sprayed with a layer of Tamiya XF-2 Flat White. Some shading with a little light grey here and there, added some further interest, little of which can be seen within the completed model!



The upper surfaces of the intake tunnels were similarly sprayed white and then shaded with pale grey.



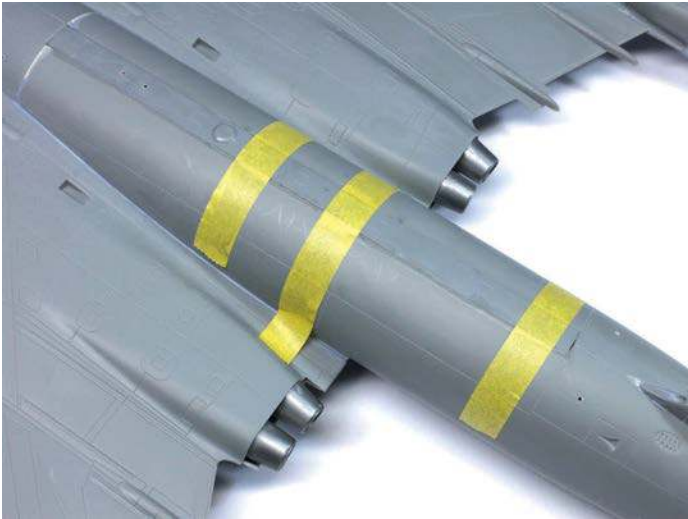
There is a degree of construction needed to complete the jet pipes and engine fan faces, but given that none of this is completely visible, no cleaning up was carried out and then only a simple layer of Super Metallic Steel applied over each part to complete their assembly and painting.



Having already completed assembly of the wings, their spars and the main gear bays, the latter could be airbrushed with AS-12 Bare Metal Silver, washed once again with Raw Umber. Detail here is really very impressive and a real leap on from that seen within Matchbox's ancient kit.

Jet pipes in place. Though quite a lot can be seen here, only the outer millimetre or so can be seen once the model is finished...





The airframe is being brought together. Having joined the fuselage halves along with the upper and lower wing surfaces, the two could be combined and the upper spine plate glued in place. Tamiya tape was used to hold the plate in place and then the whole thing set aside for a few days to dry out.



Despite being a new kit and perhaps as a result of its complete shape and breakdown, rather more filling and sanding is needed than would be preferred to create a smooth, flowing shape. Here you can see the filling around the upper fuselage and intakes - nowhere near that seen in the Matchbox kit, but noteworthy nonetheless.



Our Victor features large underwing tanks so these were assembled, joints filled and sanded smooth and then each one glued in place.



Though plenty of the cockpit can be seen here, with the canopy in place, this all but disappears...

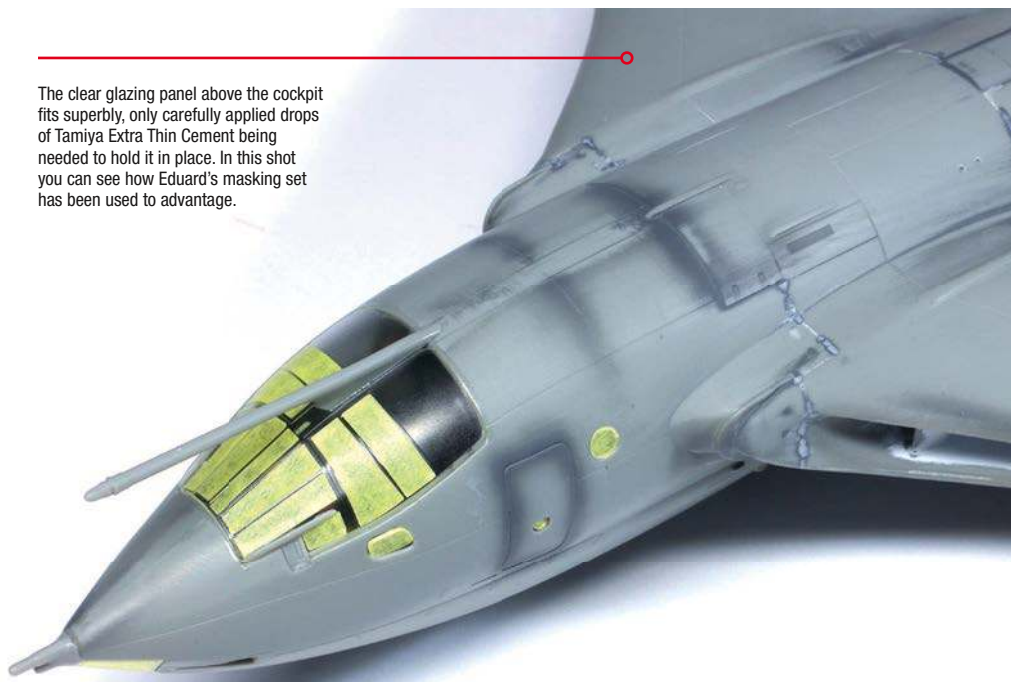


The distinctive V-tail was assembled and then glued in place. Though it was planned to paint and weather this sub-assembly separately, it was deemed easier to do it in place.

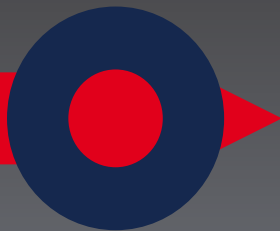


Rather than have separate, clear wingtip lights, the entire wingtip is moulded in clear plastic. It has to be said that the fit of these pieces was really poor in our case, much filling, sanding and polishing being needed to create an acceptable finish.

The clear glazing panel above the cockpit fits superbly, only carefully applied drops of Tamiya Extra Thin Cement being needed to hold it in place. In this shot you can see how Eduard's masking set has been used to advantage.



KIT BUILD



With its airframe complete, the Airfix Victor is a large model, its 20 inch wingspan dominating any workbench on which it finds itself.



With the undersides sprayed with several layers of Tamiya XF-2 Flat White, they can be masked off ready for the upper surface camouflage. Honestly, there is no quick fix to this, the masking taking several long hours to complete.



Having discovered the different shades on the model, I had no option but to remask the green and then airbrush it with another layer of Mr. Color RAF Dark Green. This was only partially successful, so I left it aside and walked away...



The upper surfaces having now been airbrushed with Mr. Hobby Medium Sea Grey thinned with Mr. Color Leveling Thinner, could be left to dry and then the green areas masked with Tamiya's flexible masking tape, infilled with their standard rolls of yellow tape.



In order to simplify the painting, I masked and airbrushed small areas at a time, a decision that I would live to regret as one side of the model's green camouflage ended up a completely different shade to the other...



Having spent time away from the model it was coated with several layers of X-22 Clear, but this didn't really improve my view of the paintwork so it was boxed up, taken to the spare room and then the loft, where it languished for the next two months...

KIT BUILD


The passage of time dulled my angst over my paintwork, so the model was returned to my workroom and the decals applied. As you can see I had been busy on other things in the meantime...

With the masking removed, the patchy underside white finish comes into view. Though this model features matt undersides, reference pictures seem to show that the real aircraft may have been painted with gloss white undersides that contrast with the matt upper surface camouflage. Check your references should you wish to depict this difference on your model.

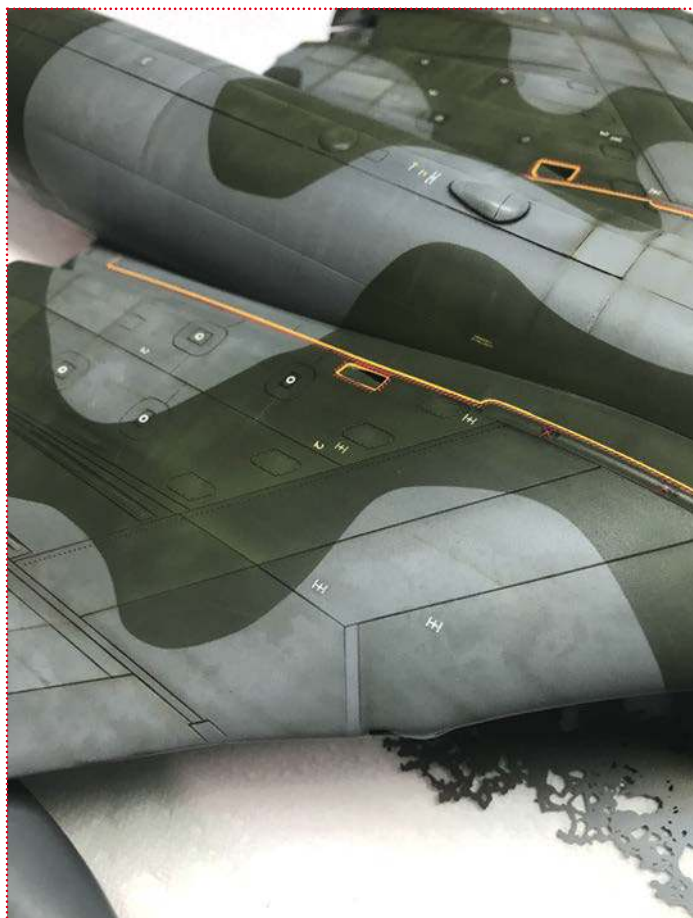
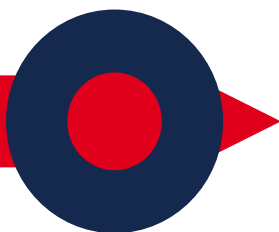
The model has been fully decalced and then oversprayed with several layers of Vallejo Flat varnish to kill the sheen and unify the finish. Note the day-glo wing tips created with a mixture of kit decals and Humbrol fluorescent orange paint. The day-glo decals are very tough and need repeated applications of setting solutions to force them into the surface detail, once done though, they look superb.

Happy that the matt varnish had dried, the panel lines were defined with my usual mix of Raw Umber oil paint, Humbrol Matt Black, both thinned with white spirit. Neat oils were also used to add shading and dirt streaks and by using white and buff, highlights around panel lines and major structures. Note how neat the glazing looks with the masking removed.





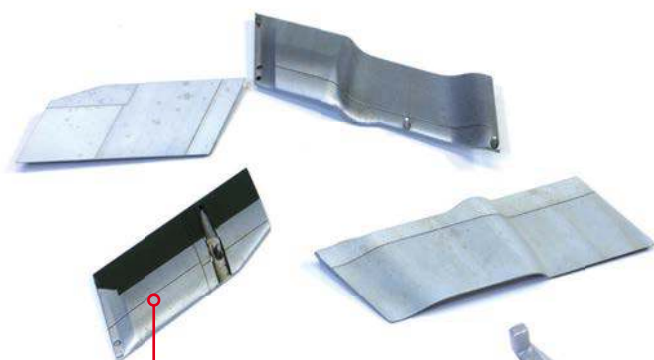
An Artool FX Texture airbrush template was used to add a random layer of staining across the surface of the model. Using this is easy; you simply lay it over the model and then – in this case – spray a thin layer of Tamiya Red Brown darkened with Flat Black and thinned with around 80% X-20A thinners through it, moving the template from place to place until the effect is as you would like it. By using the other two templates in the set you can achieve a highly realistic, degraded finish in a matter of minutes.



Here's how one of the wings looked after only 30 minutes or so of fun airbrushing...



...And here's the other. Whilst the airbrush cup was filled with out red brown/black mix, the colour was sprayed along panel lines to add a further layer of dirt - not too much, just enough to create the illusion of wear.



The separate flaps have been airbrushed ready for installation. These were first sprayed with AS-12, masked and then the white undersides applied followed by the upper surface camouflage, the latter carefully defined to follow the pattern seen on surrounding surfaces of the main airframe.

The main undercarriage sub-assemblies are very fine replicas of the Victor's legs and wheels, detail and accuracy being spot on. The legs were primed with a layer of AS-12 and then the wheels with several coats of Tamiya Rubber Black. Once dry, the hubs were masked with the discs found on Eduard's glazing sheet, any touching up being carried out with a fine brush and more Rubber Black thinned with X-20A thinners.





With the flaps glued in place, the interior of their bays were touched in with Games Workshop Runefang Steel thinned with water. Note the weathering under the fuselage and the day-glo warning stripes.



◀ the final construction steps and those that deal – in part – with the painting, decalling and weathering steps.

Through this specially extended feature you will find plenty of information on the construction and painting of this model, details that are hoped will help you to build a similar model for your own collection. As you will see as the feature progresses, we have used mostly traditional techniques, but there are one or two that are newer and will hopefully push your skills a little further. Most though will be very familiar to anyone that has followed my work and my features within the pages of this magazine over the last few years.

In terms of the build, everything that you see, here except for the pitot probes on the wing tips, came from the box, no further additions being made, even the seat straps being simply painted on as per the kit instructions. Though not a simple build, the completion of the model is rewarding and the resulting model a stunning centrepiece of any collection. This then is the Airfix Victor K.2 - we hope you like it! ■



FINAL VERDICT

Having now completed this involved project, I can sit back and enjoy the results of my labours. Thanks to the kit's sheer size and at times its less-than-impressive fit, it was often a trial to work on and when that was exacerbated by my own self-imposed problems with paintwork, decalling and some of the weathering, it really became a battle of wills to see it over the finishing line. But now it's done I can report that it is certainly a fine replica of the real aircraft, the type's futuristic lines being captured to a tee. I was particularly impressed by the surface detail and undercarriage, as was I the inclusion of such things as the dropped flaps and open airbrake bay, both of which add much to the look of the completed model.

Perhaps not one for the beginner then, but with some experience and patience, this kit can be built into a stunning addition to your collection and I would like to thank Airfix for the opportunity to complete this one for review.

IN COLOUR...

A BIT OF INSPIRATION – RAF PHANTOM FGR.2S

WITH THE ARRIVAL OF THE NEW AIRFIX 1:72 FGR.2 PHANTOM, GLENN SANDS PROVIDES A BRIEF PHOTO-REPORT OF THE RAF'S FGR.2 PHANTOM FORCE COLOURS



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1: One of the most attractive of markings worn by RAF Phantoms was that of 41 Squadron which reformed with the FGR.2s at Coningsby on April 1, 1972. The unit was tasked with reconnaissance duties as part of 38 Group. All images, Glenn Sands collection. 2: In NATO RAF standard colours of Dark Sea Grey BS381C:638 and Dark Green BS381C:641: over Light Aircraft Grey BS381C:627 this FGR.2 illustrates that the upper surfaces wrap around the leading edges of the wings and tailplanes. This F-4 is from 228 Operational Conversion Unit (OCU). 3: A Phantom FGR.2 XV430/S from 56 Squadron lands at RAF Coningsby. Of note is the larger antenna on the nose gear door, which was non-swept and fitted later in the FGR.2s service.



1



4

4: An FGR.2 of 92 Squadron in February 1978 still wearing its NATO tactical scheme. The aircraft retained this scheme until late 1985, when the air defence three-grey finish was applied. Not the drop tank borrowed from an air defence grey aircraft. 5: Lacking any squadron markings this FGR.2 is actually serving with 6 Squadron. This image shows the overall pattern of the upper camouflage along with the subtle weathering. Note that XV414/B has yet to be fitted with the RWR suite on the top of its fin. 6: Phantom FGR.2 XV465/F from 19 Squadron departs RAF Wildenrath in April 1990. 7: A twin-stick FGR.2 XT900/CO of 228 Operational Conversion Unit (OCU). The aircraft had a dark blue tail which was only applied in the final years of service with the OCU. 8: As the Lightnings of 56 Squadron were retired at RAF Wattisham, FGR.2s began flying operational sorties with the squadron from RAF Coningsby. XV432/N sports the red and white chequerboard either side of the fuselage roundels and the traditional phoenix emblem on the fin. The phoenix was in yellow, with a white eye and fine black detail, rising out of red and yellow flames. When the fin mounted RWR suite was introduced to the FGR.2 fleet, 56 Squadron was one of those that had to revise its tail markings to accommodate the structural modifications.



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◀ IN COLOUR...



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12



13

9: The early-1980s saw the introduction of a new air defence grey camouflage scheme across the RAF's Phantom force. XT902 from 19 Squadron, which wears Barley Grey BS4800.18B.21 and Medium Sea Grey BS381C.637 upper surfaces with Light Aircraft Grey BS381C.627 undersides. All the greys had a satin finish in order to provide some protection, although this example is still heavily weathered. 10: An FGR.2 XV490/S from 92 Squadron on finals to RAF Gütersloh. The airframe is matt tactical with a grey radome and light grey wing tanks. 11: Devoid of any missiles or a gun-pod FGR.2 XV474/T from 74 Squadron has just returned from RAF Akrotiri, Cyprus. Near the end of service a second white UHF aerial blade was added to the upper spine. Not all of the squadron's jets would receive this modification before retirement. 12: A former 228 OCU aircraft, whose unit markings can still be seen on the intake either side of the low-viz roundel, XV499 was later issued to 74 Squadron, one of the RAF's 'tiger' squadrons. The new operators were quick to paint the F-4's tail black and apply tiger stripes to the fin top, a tradition that dated back to their Lightning days. 13: Phantom FGR.2 XV404 in the 74 Squadron tiger scheme after the aircraft had completed its operational service at RAF Wattisham on September 23, 1992.



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17



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14: Near the twilight of their service RAF Phantoms wore a number of special schemes one of which was this overall Roundel Blue by 92 Squadron, FGR.2 XV408. The scheme was to mark the end of RAF Phantom QRA operations from the former West Germany and to pay homage to the days when the squadron operated a Hawker Hunter display team in a similar scheme. It is one of the colour options included in the Airfix Phantom kit.



15

15: The disbandment of 19 Squadron in the summer of 1991, allowed FGR.2 XT899/B to be painted in this striking blue colour scheme. Together with FGR.2 XV408/Z of 92 Squadron the pair took part in the 1991 RIAT air show at RAF Fairford.



16

16: The size of the NATO hardened aircraft shelters were only able to accommodate one Phantom at a time. XV419/AA of 19 Squadron illustrates the subtle weathering of the panel lines that occurred when flying in Europe. This particular aircraft is fitted with two drill ballast AIM-7 Sparrow missiles in the forward bays which, were fitted to keep the centre-of-gravity within acceptable limits.

17: Early in 1980, and FGR.2 XV435/X of 92 Squadron lands at RAF Wildenrath after a local ACM sortie with a nearby NATO squadron. By this stage the 'tactical camouflaged' Phantoms were routinely seen with grey air defence camouflaged drop tanks and nose cones.



WE TAKE A DETAILED LOOK AT THE... LATEST ADDITION TO THE AIRFIX

WRITTEN BY MIKE WILLIAMS.

Following on from their release of the Navalised FG.1 Phantom, Airfix has now released its RAF brother: the FGR.2. A natural progression from their earlier kit, the FGR.2 includes virtually the same complement of plastic parts along with an extra sprue the includes an EMI recce pod and an SUU-23A gun pod common to the FGR.2. Notable by its absence from this release though is the radar for the nose which could be displayed open in the FG.1 kit. Odd...

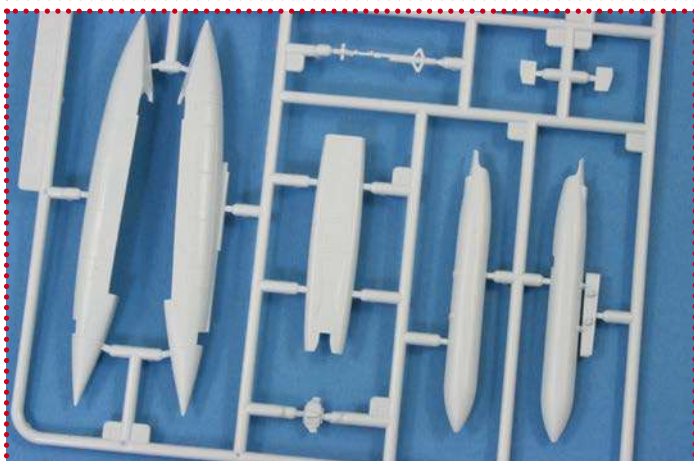
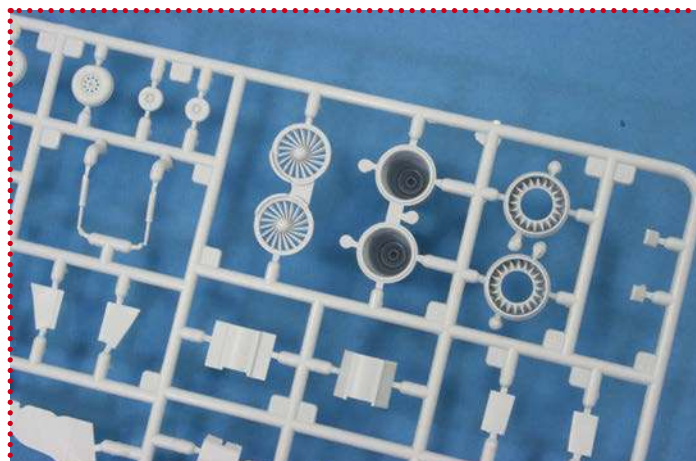
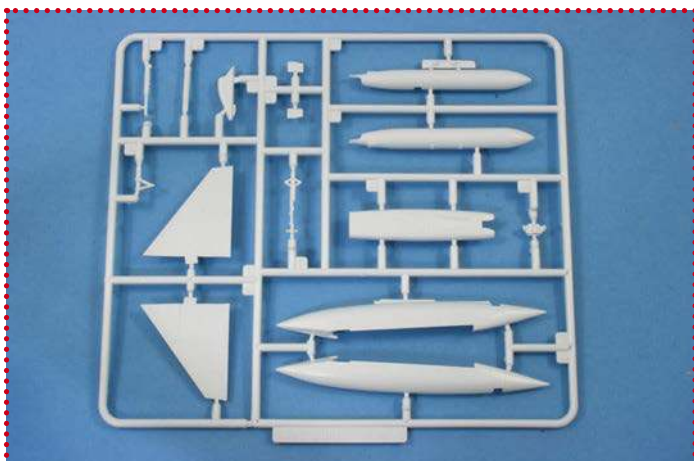
With the introduction out of the way, let's take a look at the kit in a little more detail. Opening the plastic bags that protect the delicate plastic parts, you instantly become aware that the airframe features the same excellently engraved panel lines and details as seen before, though they may be a little on the

heavy side for some tastes. The extra unslot-tailplanes are also included as fitted to the FGR.2, as is the belly strengthening strap that found its way onto the underside of that particular variant.

Moving on, the undetailed intake splitter plate vents are still a glaring omission, as are the missing vents close to the exhaust pipes, these anomalies being carried over from the FG.1 The incorrect Sidewinders are also still included (the forward fins are incorrect for the L model carried by British F-4s) as is the all-too skinny, tail-mounted RWR. This looks a little slim in plan form and could do with beefing up a little with some plasticard, or being replaced altogether. Whilst you are at it, you'll also find the need to deal with the rather bland pylons and MERs, the later being little more than shapes with almost no surface features.

Though an expense, replacement with after-market parts for the latter is most certainly to be recommended, the Sidewinders being dealt with in similar fashion.

All that said and as seen, this kit will build into a fine replica of the FGR.2 despite being a little inaccurate here and there. Some may seek to rectify the shortcomings and details, whilst others will be happy to throw it together straight-from-the-box, warts n' all. What we would recommend though is to look at the assembly steps and try and work out where and how to improve the fit and location of some of the parts included to replicate the airframe. In our review of the earlier FG.1 we pointed out some of the failures in that regard, so forewarned is definitely forearmed! Either way it certainly looks like a Phantom when built despite the aforementioned misgivings.



INFO:

McDonnell Douglas Phantom FGR.2

Scale: 1:72

Manufacturer: Airfix

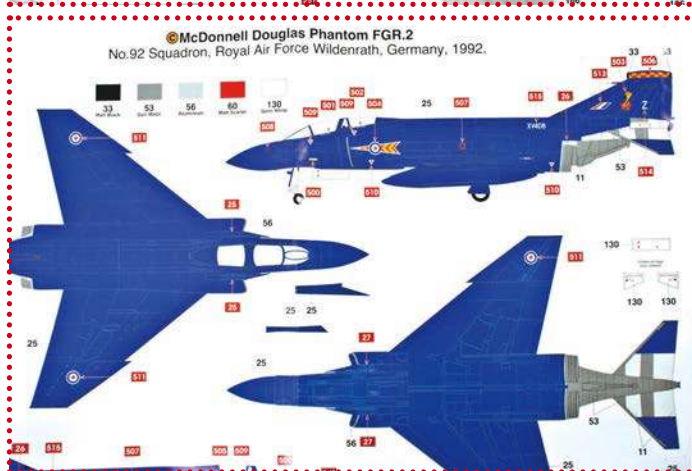
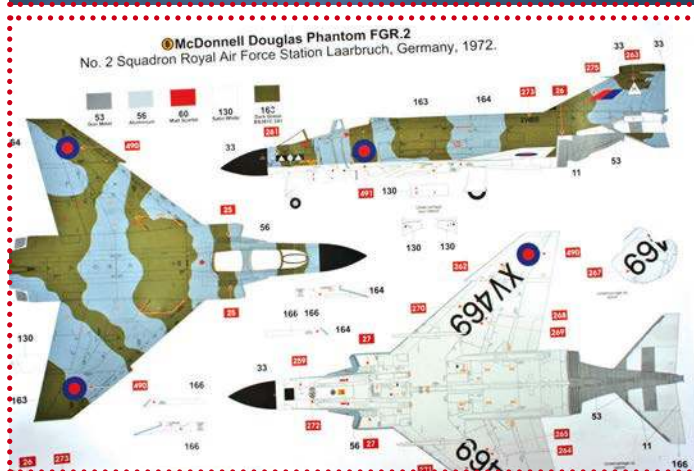
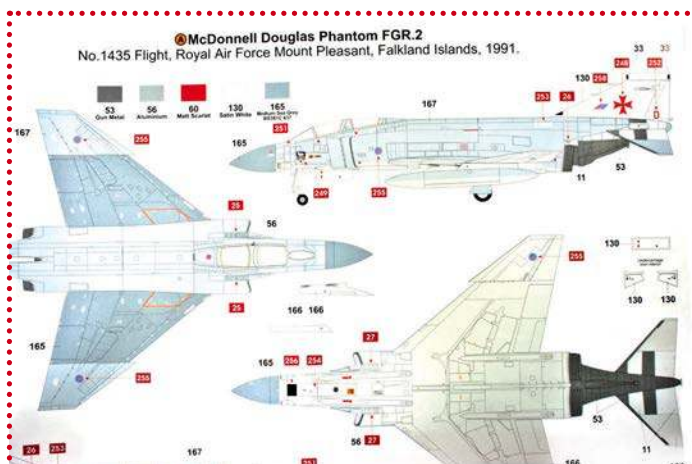
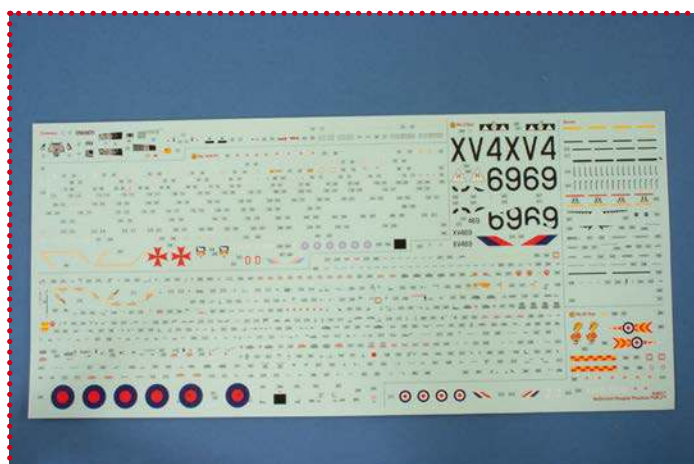
Materials: IM

Kit No. A06017

Availability: all good model shops

Price: £24.99

PHANTOM FAMILY...



Options for folded wings are included – but not listed – though these were rarely seen in use on the FGR.2, as are optional undercarriage configurations open or closed canopies, as well as speed brakes and in-flight refuelling probe, all adding interest around the airframe if these suit you.

A very useful inclusion and a feature unique to the FGR.2 is the periscope mounted on the

port side of the centre canopy section. In reality these were modified from a Chieftain tank part and attached to the Phantom. Airfix supply a periscope and clear guidance as to where you must remove a piece of the canopy should you wish to fit it. Not all FGR.2s carried this modification and only options 1 and 3 in this kit use it, so as always with these things, check your references!

On the subject of options, three are given in this kit; an Air Defence Grey machine from 1435 Flight RAF Mount Pleasant, Falkland Islands 1991, a Tactical Camouflage machine from 2 Squadron RAF Laarbruch, Germany, 1982 and the stunning, specially painted, all-blue 92 Squadron machine. ■

FINAL VERDICT

Overall then, a welcome addition to the Airfix stable of 1:72 kits, that despite its somewhat minor shortcomings should build as well as all recent Airfix kits seem to. For its target audience and its price point, it seems quite hard to beat. We hope to take a detailed look at this kit next month. Thanks to Airfix for the review sample.

KIT BUILD

BUILT AND WRITTEN BY MIKE WILLIAMS

IT'S A ROCKE

We build Revell's simple little V-2, the perfect 'weekend' project for beginners or the

A change is as good as a rest, or so the saying goes. Having received this little box from the editor to preview in this magazine, I realised that I would not have given this kit a second glance on the shelf of the hobby shop. It is not a subject that readily appeals to me to be honest, so it was a very

pleasant surprise to see what was in the box and then how much I wanted to build it!

In The Box

The kit comprises only 46 parts and stands just over 20 cm tall when complete. As such, it is a compact and relatively simple model, though the details, especially on the launch

stand are exquisitely fine and testament to the kit's origins from the Czech republic, this being a re-box of the kit from the CMK/MPM stable.

One quiet Sunday afternoon I found myself waiting for parts to dry on a few of my larger projects so I cracked this little box open and starting cutting pieces off the runners to see how everything went together. A couple of

If you want to see a real V-2, pop down to the RAF Museum Cosford where you will find one complete with it's trailer... (Photo Spencer Pollard)



ET, MAN!

ose looking for a relaxing, in-between project. Blast off!

hours or so later I had a fully assembled model that only needed some paint to finish it off! How's that for a quick project?! The lack of clear parts or cockpit both help to create speed up the build, the rocket itself only have 10 parts to its name, the majority of the parts count being found in the launch stand and towing bar.

The rocket motor, such as it is, comprises just four parts, none of which will be seen on the completed model save for the very back of the exhaust section. This was simply sandwiched between the two body halves. The large 'fuselage' halves fit well except for the pointed tip, this area needing a small amount of putty to blend it in and create s

SKILL LEVEL:

Beginner/Intermediate

SPECIFICATION:

Revell 1/72 German A4/V2 Rocket
Kit No. 03309
Materials: IM
Availability: All good model shops
Price £12.99

BEFORE STARTING:

Tamiya Extra Thin Cement
Tamiya Extra Thin Cement Quick Setting
Tamiya masking Tape
Swann-Morton Scalpel No.3 handle with no.11 blades
Wilder pointed tweezers
Sponge sanders
Vallejo Plastic Putty
Micro drill and bits
Roket Rapid Super glue
Roket Blaster

AIRBRUSH:

Iwata Revolution CR

PAINTS USED:

Mr Hobby
H65 RLM70 Black Green
H71 Middle Stone
Tamiya
XF-1 Matt Black
XF-2matt white
XF-49 Khaki
XF-59 Desert Yellow
XF- 69 NATO Black



KIT BUILD



The smallest amount of plastic putty was needed just to make sure the step was eliminated where the two rocket halves met.

The rocket itself is only 10 pieces in total, just take a little care to ensure the mating surfaces are sanded smooth and flat for the fins to attach, otherwise it is a breeze...



◀ smooth shape. The four fins with their guide vanes fit quickly and easily, just needing a light sanding along their mating surfaces to once again ensure that no gaps were present on the completed model.

The launch stand is a very delicate little assembly, requiring some dextrous use of tweezers to line everything up. This was where the skill level rating of 4 out of 5 comes into play as it could cause trouble for an absolute beginner to modelmaking. Everything though fits exceptionally well, needing only a little care during the clean-up of parts, once removed from their runners and then patience to ensure

the frames are all lined-up square and true (if not, the V-2 will look distinctly lopsided once in place!). Stand height adjustment winding handles and levers are all separate parts, as are the delicate stay rods, guide box, blast plates and towing trailer.

Painting And Decals

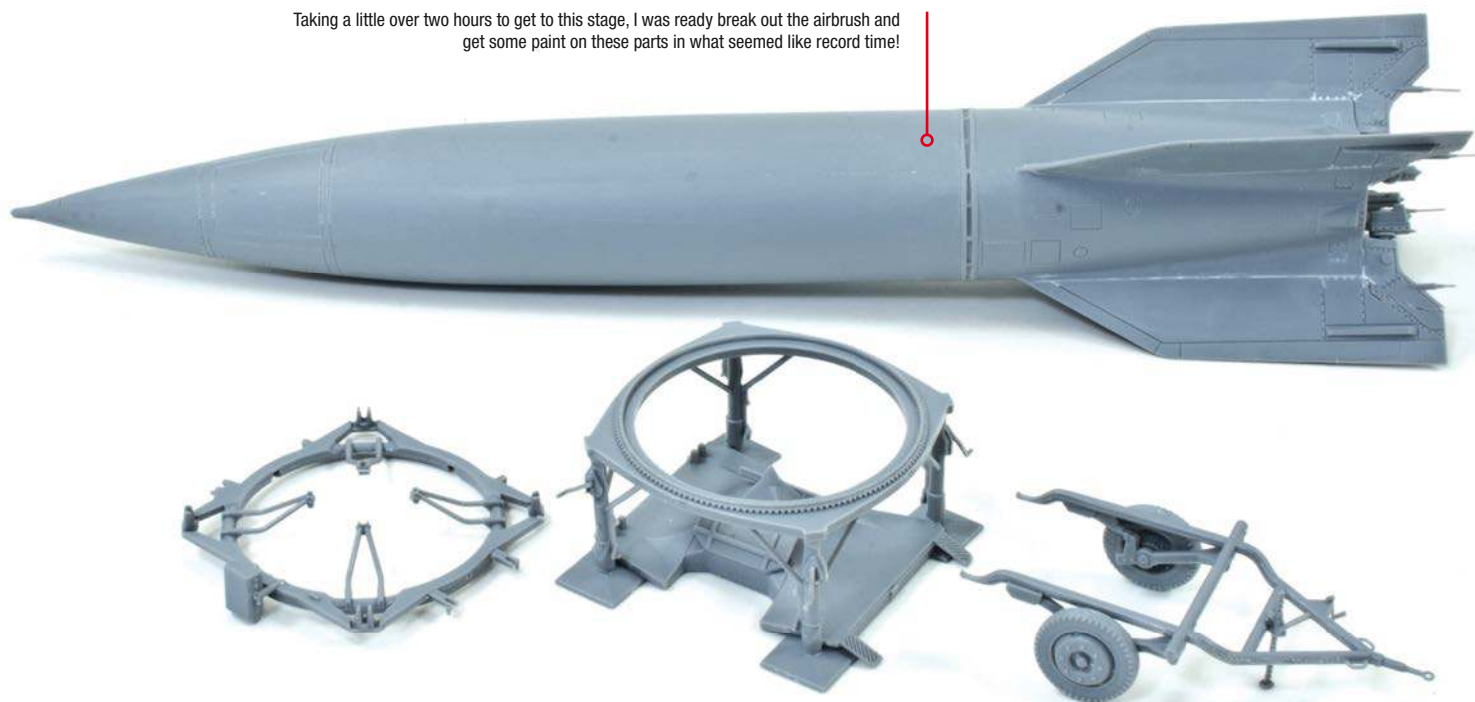
Attention then turned back to the rocket itself and its final finish. Four different markings options are supplied by Revell: two splinter schemes, an overall dark green finish, as well as the black and white chequered prototype colours that are so familiar. Each one has a

different colour call-out for the launch stand as well as a couple of decals to apply to finish everything off.

As a masking challenge I opted for splintered plumage with a desert sand coloured launch stand oversprayed with three-colour camouflage, that dates from the summer of 1943 according to the instructions.

In a slightly unorthodox fashion, I started the camouflage with the darkest colour, spraying everything with RLM70 Schwartzgrün (Black Green) and then masking this to create the splintered patterned that I needed. Khaki and Middle stone were sprayed on and

Taking a little over two hours to get to this stage, I was ready break out the airbrush and get some paint on these parts in what seemed like record time!





KIT BUILD



Tamiya XF-69 NATO Black. This was liberally brushed over the whole thing and as it does it self-levels and highlights the details by finding its way in and around the raised and recessed mouldings.

The two decals were applied to the rocket, both of which I assume are some sort of serial numbers? Then an enamel wash was applied to the few panel lines to give the whole rocket a little bit of life and depth.

A quick blast of flat clear varnish finished off this little kit while the rocket itself was superglued to the stand for integrity as it had a tendency to topple over if left loosely fitted. ■

FINAL VERDICT

My experience of this kit can be literally summed up in two words: great fun.

Out of my comfort zone? Not really... Not a subject I would chose? Most definitely!

I'd build another in a heartbeat, it was a fun, stress-free build that really served to remind me just how much fun this hobby of ours can be.

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YELLOW 15

Get the best from Eduard's rendition of the classic Messerschmitt Bf 109E-3, this time in the colours of Uffz. Karl Wolff, 3./JG A 52, Pihen/Calais, France, August 1940.

When Eduard get their teeth into a particular subject, they certainly know how to make the most of it. So when it comes to probably the most famous German aircraft of all time, the Messerschmitt 109, it's really no surprise to see Eduard are all over it like a rash! Over the last few years, the Czech manufacturer have released several different boxing's, including the E-1, E-3, E-4, E-7, F-4, G-2, G-4, G-5, G-6, G-10 and G-14 in Royal Class, Profipack, weekend and special editions. On top of the sheer quantity of variants they have released, Eduard produce probably some of the

best quality 109s on the market, with only Tamiya and Zvezda giving them a run for their money with the later 'F' (Zvezda) and 'G' (Tamiya) variants.

On top of the plastic kits that they produce, Eduard also have a list as long as your arm of extras both in resin and photo-etch for all the different variant just in case you feel the need to add that extra level of detail. So I think it's fairly safe to say that Eduard have it covered when it comes to building a Messerschmitt '109 in 1:48 scale. The version I'm building is from their BF 109E-3 Profipack edition, which has just recently



been rereleased. The box contains beautifully moulded plastic sprues for one kit, five decal options, a glossy coloured instruction booklet, a set of canopy masks and two small frets of photo-etch (one coloured, and one not). Before starting I would recommend having a good read over the instructions to make sure you now which parts need to be modified or replaced depending on your choice of aircraft and its display and assembly options as there are several for each.

Getting Started

I began by removing all of the pieces from the sprues for the cockpit, gun bay and engine, as I was planning on leaving all of these areas exposed. Obviously if you are not planning on leaving the engine and gun bay open, then there are certain parts that you'll not need to use and painting these areas would be a complete waste of time. Just make sure to check with the instructions to see which parts aren't required for a closed hood. Once all of the relevant parts had been cleaned up, they

were separated into their different colours and attached to coffee stirrers with some double sided tape. This makes airbrushing everything a lot easier and ensures the parts are all finished to the same standard. Don't forget to check the instructions to see which parts need to be modified, or which alternative parts to use for the photo-etch.

The cockpit was airbrushed first with Mr. Hobby's H70 (RLM 02 grey). The paint was then lightened with some H11 (Flat white) and highlights were added where applicable. If you find there is too much of a stark difference between your original colour, and the highlighting. You can always airbrush a very heavily thinned coat of the original paint to blend the two shades together. Once the paint had dried, Ak Interactive's Dark Brown For Green Vehicles (AK045) was then used to help pick out the details. This was applied by just touching the brush in certain areas and letting capillary action take care of the rest. After this had dried for about 15 minutes or so, it was blended into the paintwork using ▶



SKILL LEVEL: BEGINNER/INTERMEDIATE

SPECIFICATION:

Eduard 1:48 Bf 109 E-3
Kit No: 8262
Materials: IM
Available From: All good model shops
Price Guide: £26

BEFORE STARTING:

Tamiya Extra Thin Cement
Revell contacta professional liquid cement
Tamiya Masking Tape
Zoukei-Mura Sprue cutters
Tamiya Sprue cutters
Adam Wilder Tweezers
Tamiya diamond file for photo-etch
Swann Morton No.10 Scalpel & 10A Blades
Deluxe Materials Cyanoacrylate Glue - thin and medium viscosity
Deluxe Materials perfect plastic putty
Micro Kristal Klear canopy glue
RB Productions Scribe-R
Various grades of sanding sticks

PAINTS USED:

Mr. Hobby Aqueous
Aqueous Hobby color thinner
H11 White
H64 RLM 71
H65 RKM 70 Black/green
H67 RLM 65
H70 RLM 02

Vallejo model air
71062 Aluminium
71065 Steel
71064 Silver
71251 NATO Black

Tamiya Acrylics
X-18 Semi Gloss Black
X-19 Smoke
XF-1 Flat Black
XF-64 Red/Brown
XF-84 Dark Iron

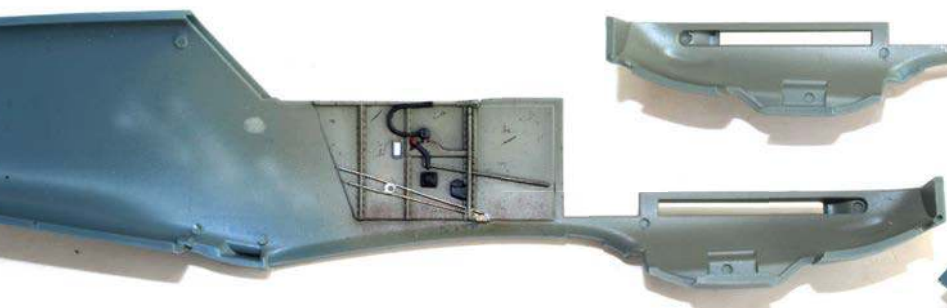
Vallejo Acrylics - colours for detailing, gloss and matt varnish

Mig Ammo
1611 Black Night wash
2024 One shot primer - Grey
033 Rubber & tires
1203 Streaking Grime
2018 Oderless thinners

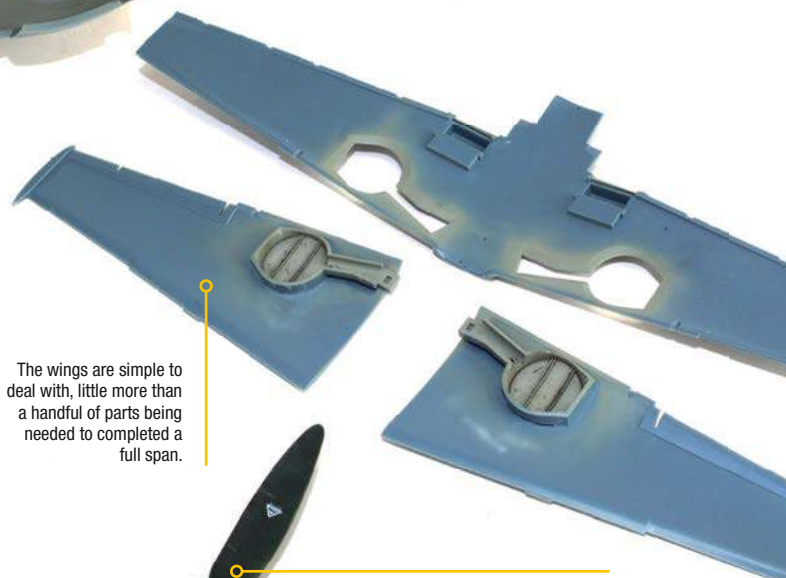
AK Interactive
2071 Brown for green camo wash

Humbrol
0004 smoke pigments

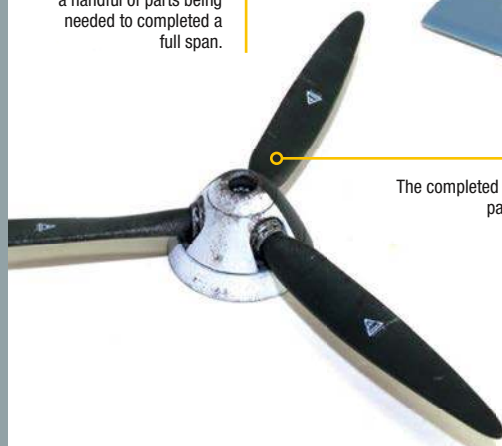
KIT BUILD



The cockpit sidewalls are well-detailed, repaying careful painting and weathering.



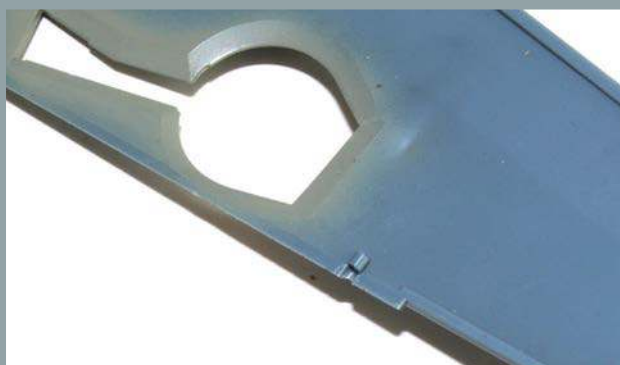
The wings are simple to deal with, little more than a handful of parts being needed to completed a full span.



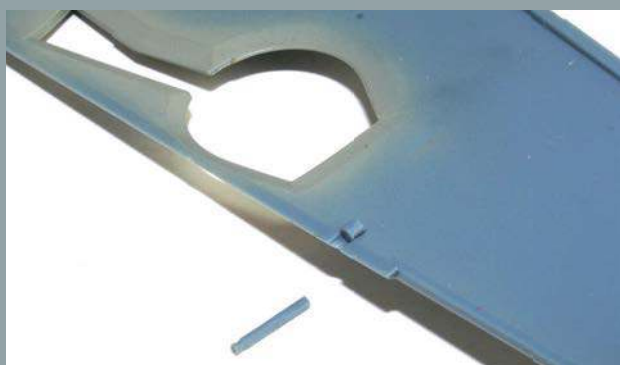
The completed propeller, assembled, painted and weathered.



The interior of the wheel wells match the cockpit with their RLM 02 finish and oil paint weathering.



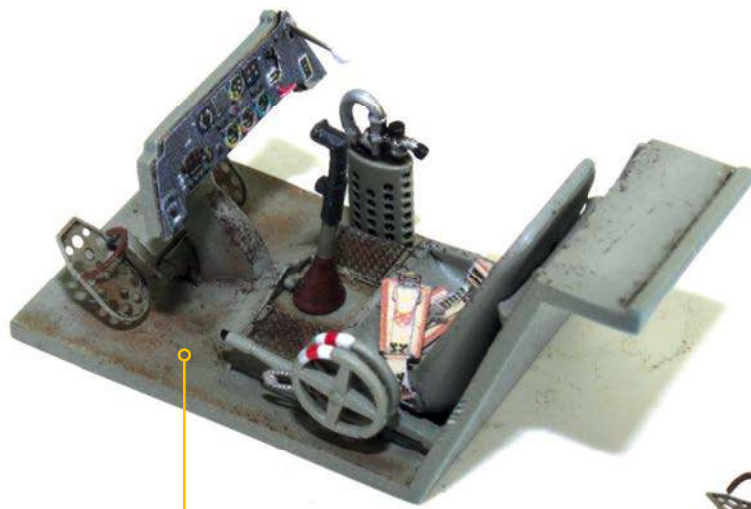
In order to avoid damaging the gun barrels, small sections of each one were removed and then glued inside the wings to act as backstops...



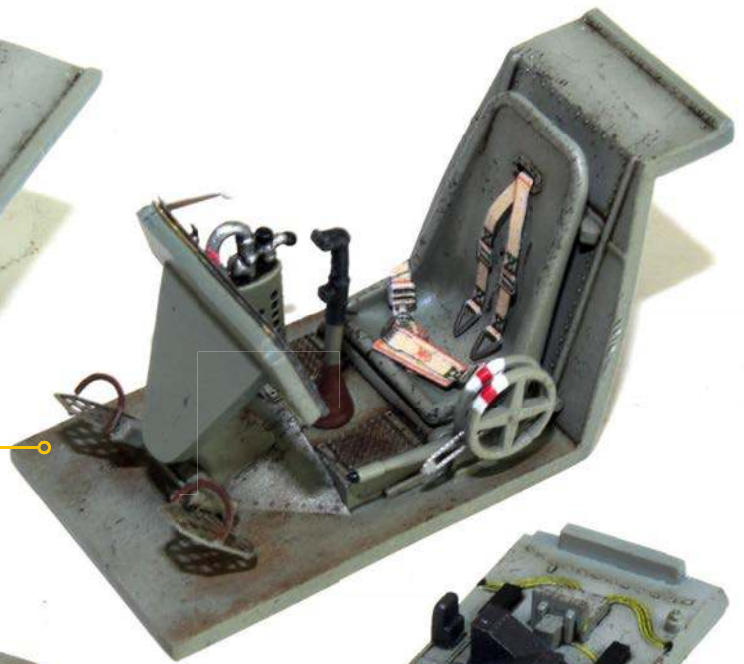
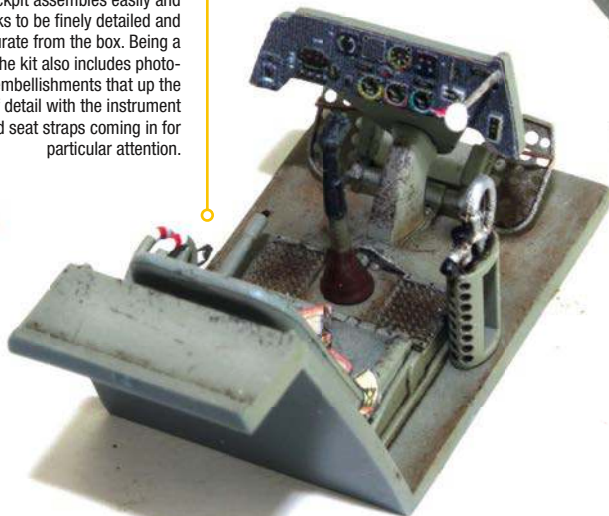
...The outer barrels being glued in place during final assembly.



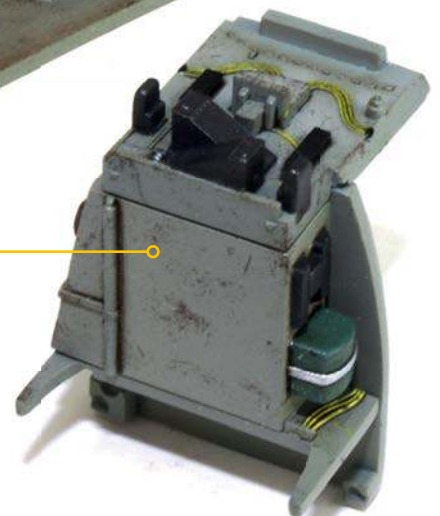
Though small, the engine in the kit is nicely detailed and looks great once painted and then weathered to taste. Note the different finishes around the block and the colours used.



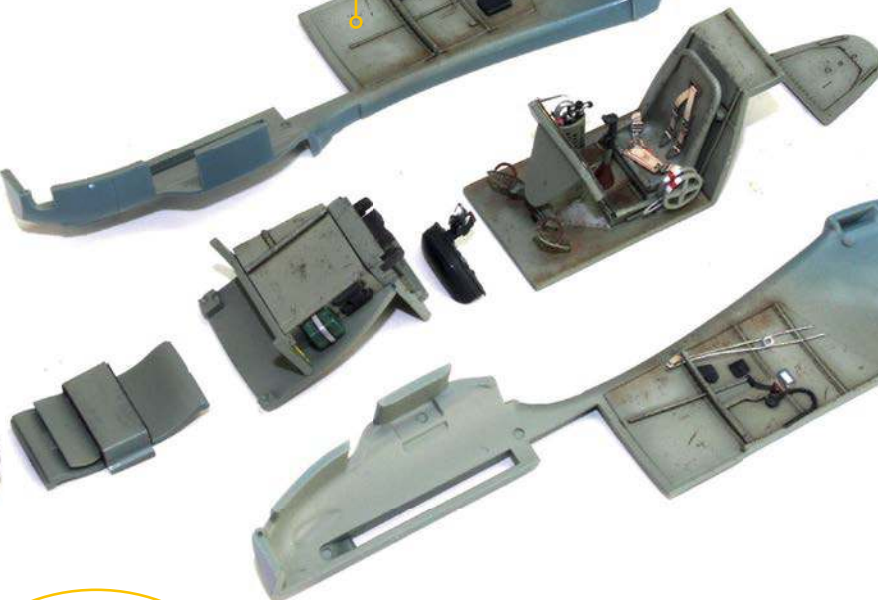
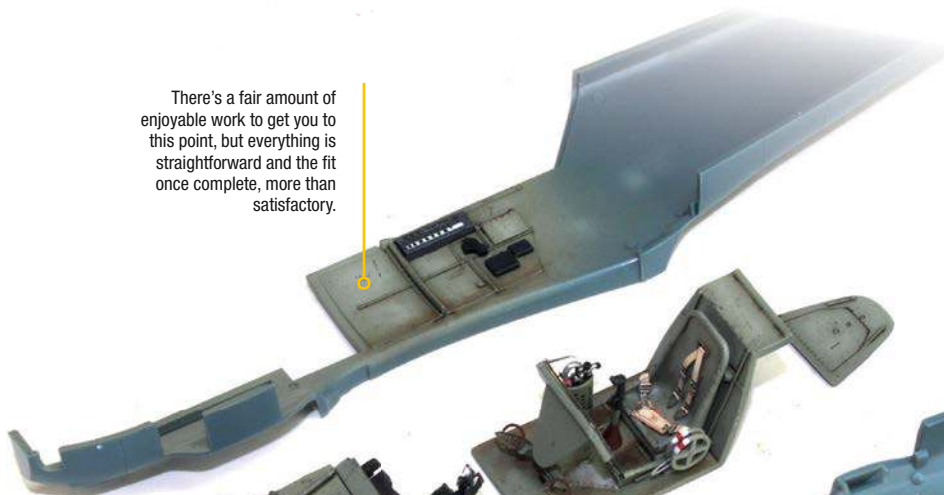
The cockpit assembles easily and looks to be finely detailed and accurate from the box. Being a Profipack, the kit also includes photo-etched embellishments that up the levels of detail with the instrument panel and seat straps coming in for particular attention.



Ready to be fixed behind engine, the firewall and mount for the soon-to-be added guns has been airbrushed in RLM 02 and detail painted according to the instructions.



There's a fair amount of enjoyable work to get you to this point, but everything is straightforward and the fit once complete, more than satisfactory.



KIT BUILD

◀ a dry cotton bud. Doing this over paint that hasn't been varnished, leaves a bit of a stain to the paint, which is what I was after as I think it creates a nicer blend from the highlights to the shadows. Just don't leave the wash on too long, or the stain is too noticeable. If you do, then a brush with some odorless thinners will help to remove it. Just don't go too hard with the cotton bud or the brush, as you may damage the paintwork.

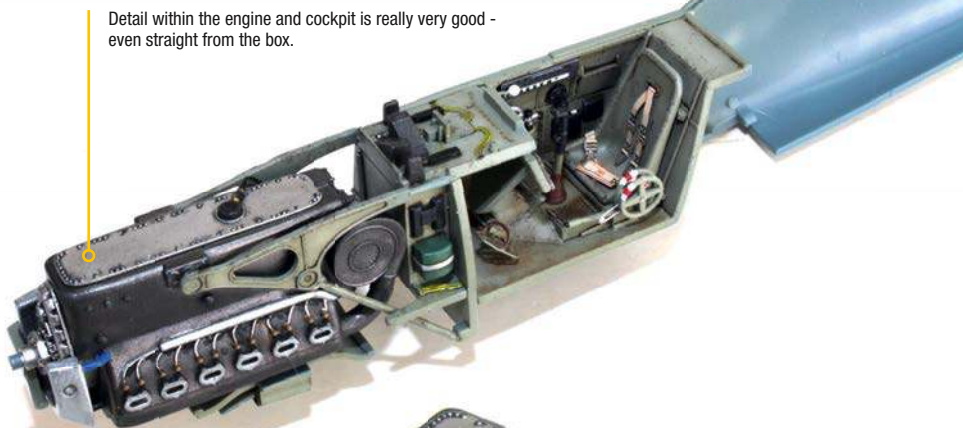
Having left everything to dry overnight, the details were picked out using various Vallejo acrylics. I used a small sponge and Vallejo German Camo Black Brown (70.822) to create some chipping here and there around the cockpit. This was then highlighted with some Vallejo Aluminium to create the illusion of wear and tear. The photo-etch parts were added and a coat of matt Vallejo matt varnish was used to blend the photo-etch and paintwork together. Finally, some Ak Interactive's European Earth pigments (AK042) were used on the floor of the cockpit near the rudder controls and on the lower halves of the cockpit sidewalls.

With the Profipack edition kit you are offered a few different ways of modelling the instrument panel straight out of the box. The first option is a moulded plastic part with raised instruments and dials that requires you to paint in the details. This can certainly be a little tricky if you don't have the steadiest of hands. With a bit of patience and practice though, this is definitely a viable option. A single decal representing all of the dials and instruments is also supplied. I'm not a fan of putting a decal like this over the raised dials as lining them up can be a bit tricky, and I always think it looks very obvious. You could remove the individual dials from the decal sheet using a good quality punch and die set, but this can very time consuming although looks much better than just putting the full decal over the entire panel. The final option is to use the coloured photo-etch parts. These create a detailed look that I just couldn't come close to replicating with a paintbrush. Whichever option you decide to use, to finish them off I use a cocktail stick to apply a small amount of Micro Krystal Klear to

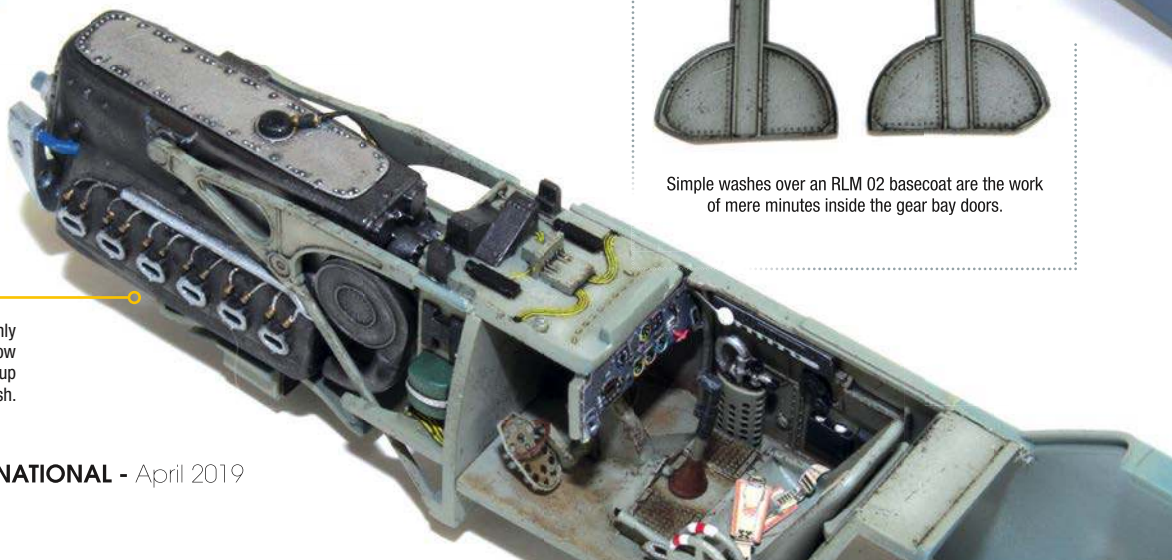
Though care is needed, the open cockpit and engine bay join easily with the two fuselage halves.



Detail within the engine and cockpit is really very good - even straight from the box.



Careful painting and weathering certainly gets the most from what's on offer! Note how splashes of primary colours have brightened up the drab, pale grey finish.



The underside radiator is a very simple affair...



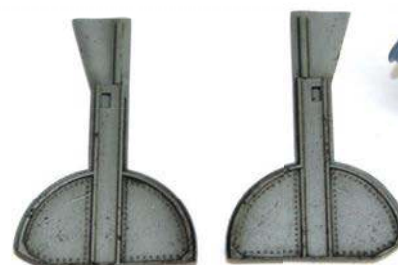
As mentioned, the instrument panel features pre-printed, photo-etched panels and other details.



Undercarriage components ready to be installed. As with much of the real aircraft and this kit's depiction of it in miniature, these structures are simple and straightforward to deal with.



Wheel detail. Black hubs and weathered, dark grey tyres are the order of the day here.



Simple washes over an RLM 02 basecoat are the work of mere minutes inside the gear bay doors.

Wings assembled and any small seams dealt with.

represent the glass over each instrument dial. Although when applied, the solution is white, as the name would suggest, it dries perfectly clear, and makes a big difference to the finished instrument panel.

Engine Bay

The engine and gun bay were both painted and weathered in the same manner as the cockpit. The main colour first, followed by any highlights and shadows, a pin wash, painting of the smaller details, chipping with a sponge where applicable and finally some oil washes and pigments for weathering.

With all of the separate components assembled, painted and weathered it was time to start putting a few things together. I glued the cockpit, rear wheel, gun bay bulkhead and engine to one fuselage half and left that to dry for a bit. Once I was happy that the parts weren't going to move on me too much, I glued the other fuselage half in place. With so much internal structures in place, I was expecting a bit of persuasion and cursing in places to close up the fuselage. Thanks to Eduard's fantastic engineering though, the fuselage half just fell into place. I secured this with some clamps and Tamiya tape and left it to dry. The seams were pretty good as the fit of the fuselage halves was excellent, but I ran a sanding stick around them anyway. Any lost panel lines and rivet details were replaced using RB

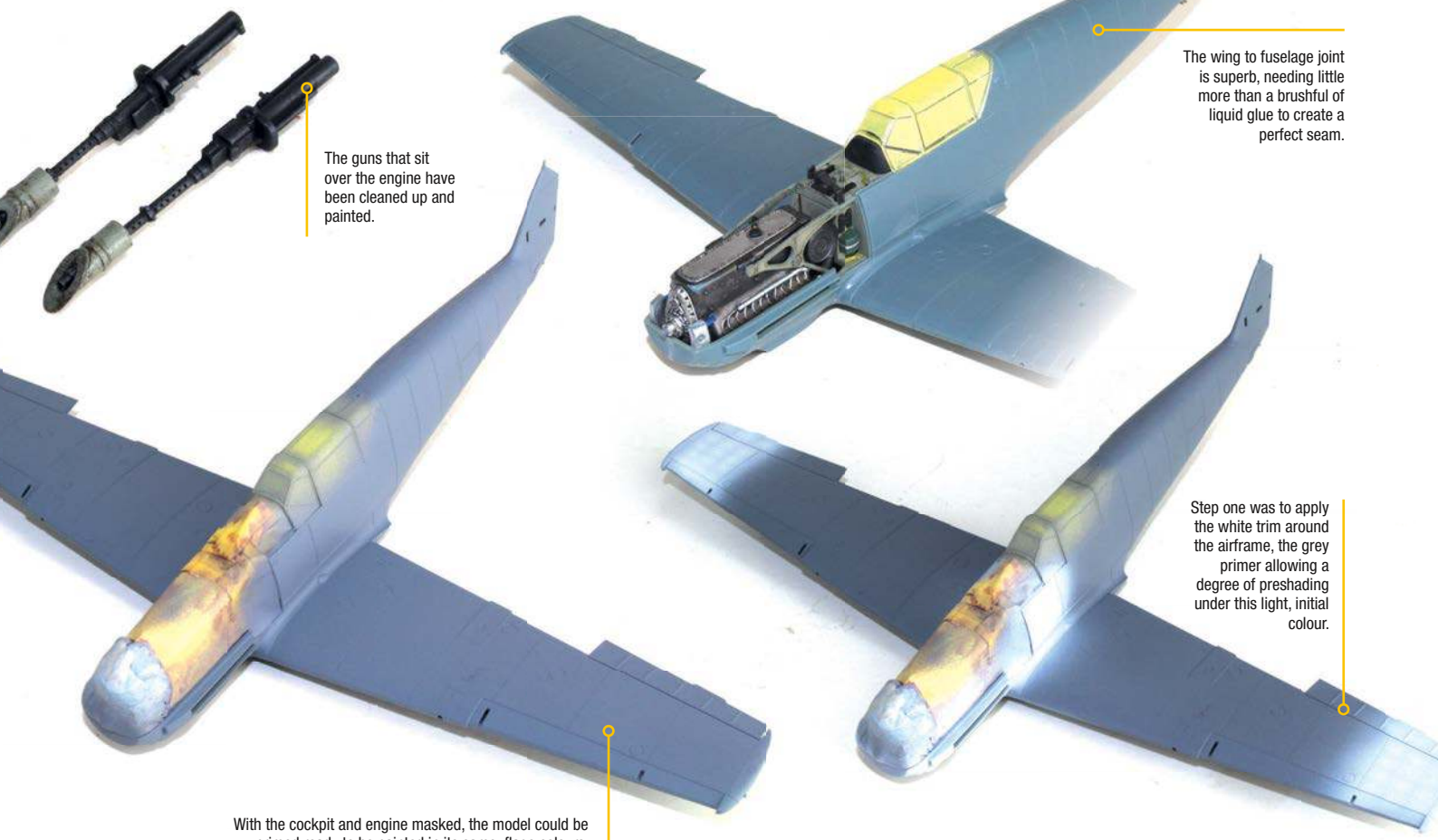
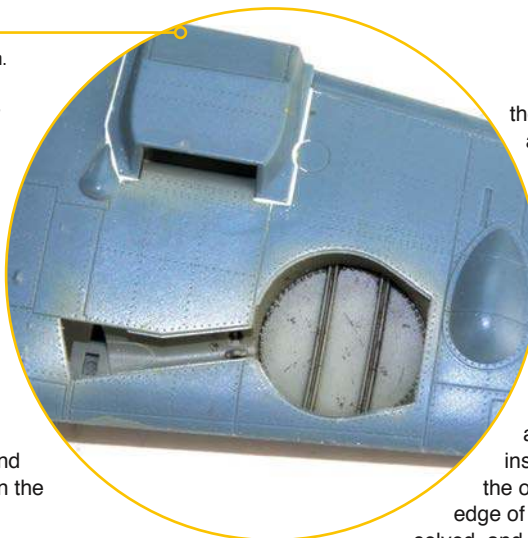
productions scribe and riveting tool. By using some dynamo tape, I guaranteed my replacement panel lines and rivets were straight and square. I applied a little Tamiya extra thin glue to the scribed lines to smooth them out and remove any burrs in the plastic.

Fuselage And Wing Construction...

With the fuselage complete for the time being I turned my attention to the wings. There are two inserts for the wheel wells, along with the two machine gun barrels to add to the inside of the upper and lower wing sections, before gluing them together. This is the one flaw in the kit I've found, and having previously completed an E-7 from Eduard, and I wasn't going to make the same mistake twice. The first time I built this kit, I followed the instructions fitting the gun barrels as instructed. Then proceeded to knock one of the gun barrels off about three times during

the rest of the build! To avoid this happening again, I cut the barrel off at the base of the block that it's attached to. The block can then be glued in place as per the instructions, and at a later stage in the build, will act as a back stop for when I insert the barrel through the opening in the leading edge of the wing. Problem

solved, and I can guarantee you, it will lead to an awful lot less swearing than the first option! Other than this slight flaw, the wings are beautifully moulded with the ailerons and landing flaps moulded separately. You also have the option of extending the leading edge slats. The joins between the wing halves received a light sand although again the parts fitted beautifully. Any lost panel lines or rivet detail was added back before painting ▶



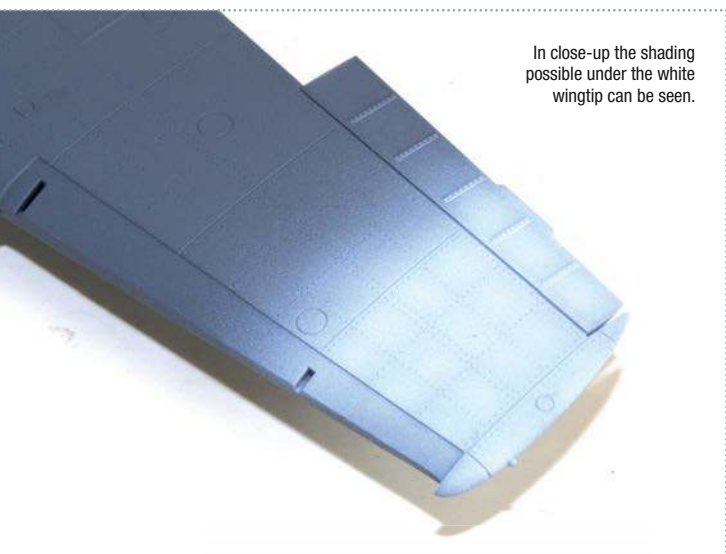
The guns that sit over the engine have been cleaned up and painted.

The wing to fuselage joint is superb, needing little more than a brushful of liquid glue to create a perfect seam.

Step one was to apply the white trim around the airframe, the grey primer allowing a degree of preshading under this light, initial colour.

With the cockpit and engine masked, the model could be primed ready to be painted in its camouflage colours.

KIT BUILD



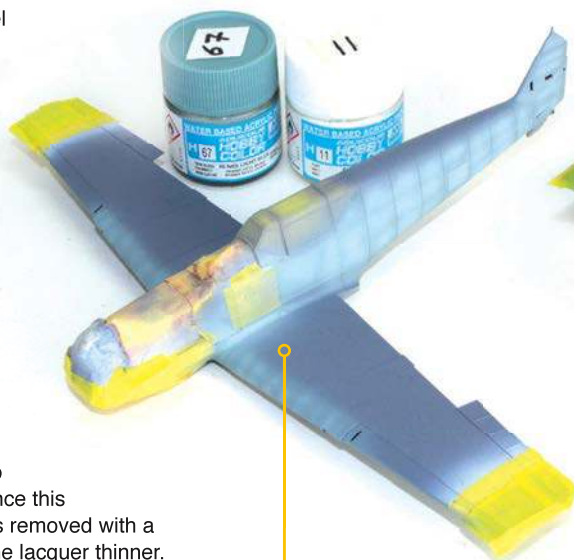
In close-up the shading possible under the white wingtip can be seen.



Sub-assemblies being dealt with, crocodile clips and bamboo skewers acting as suitable handles.

and weathering the wheel well using the same techniques and paints described earlier for the cockpit. Once these had dried the wheel wells were masked off using Blu-Tack.

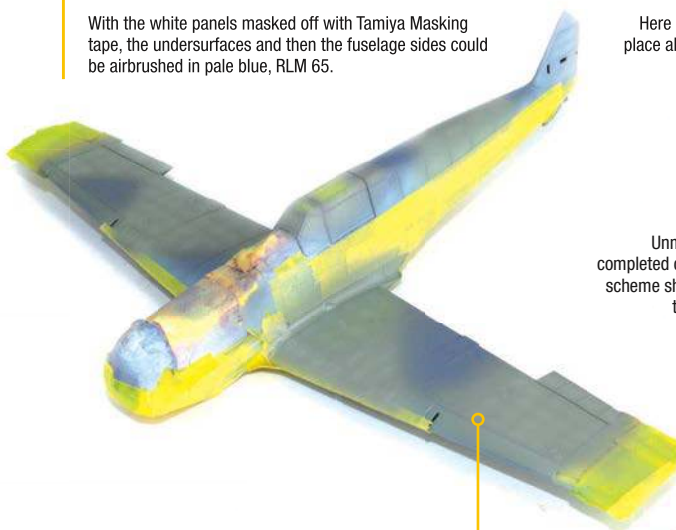
The wings were attached to the fuselage next, requiring just a little filler where the front and the back of the wing assembly joins with the fuselage. I used some Mr. Surfacer 500 to fill the small gaps, and once this had dried the excess was removed with a cotton bud dipped in some lacquer thinner. The final stage of construction for now was to add the different sections of canopy. Before attaching them though, the canopy sections were masked using the convenient masks that are supplied with every Profipack release. I really do love these masks. It's easy enough to mask a canopy using small strips of tape but the time saved is well worth it. The front and rear sections were attached using Micro Krystal Klear canopy glue, any excess glue is whipped away with a cotton bud dampened with some tap water. The middle section that will be eventually glued in the open position, was temporarily attached in the closed position using small amounts of PVA glue. This allows me to use the canopy as a mask for the cockpit when I'm airbrushing the airframe, but is still easy enough to remove and reposition in the open position at the end of the build. The engine and gun bay were also masked off using Tamiya tape and Humbrol's Maskol. Once the liquid mask had dried, I airbrushed the cockpit interior color (RLM02) to the outside of the canopy sections.



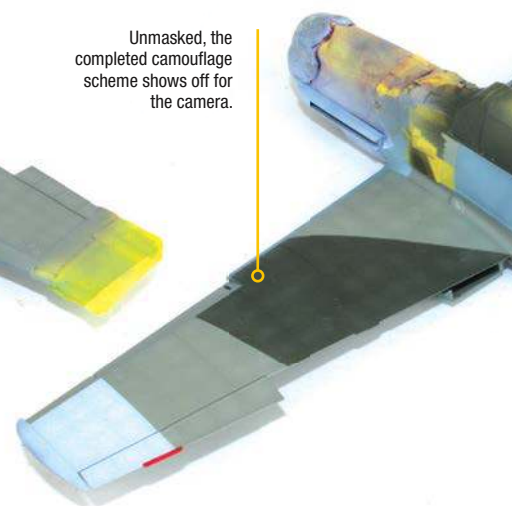
With the white panels masked off with Tamiya Masking tape, the undersurfaces and then the fuselage sides could be airbrushed in pale blue, RLM 65.



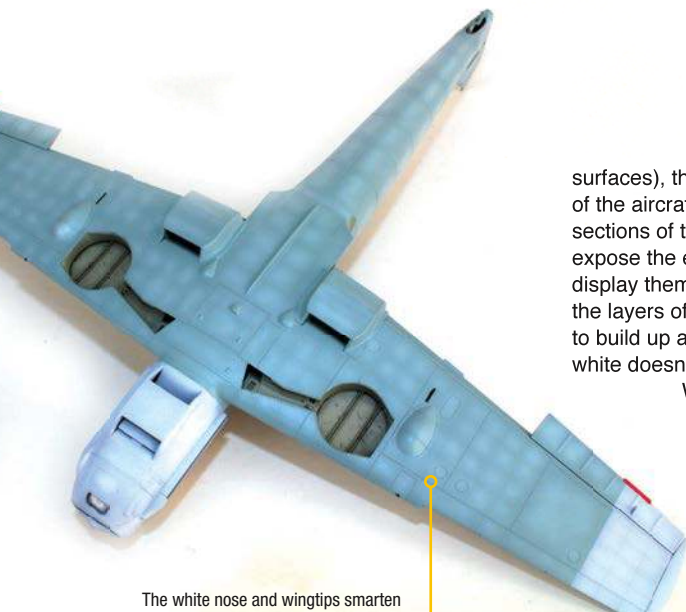
Here you can see the pale blue colour in place along with some of the shading and highlighting added by the author.



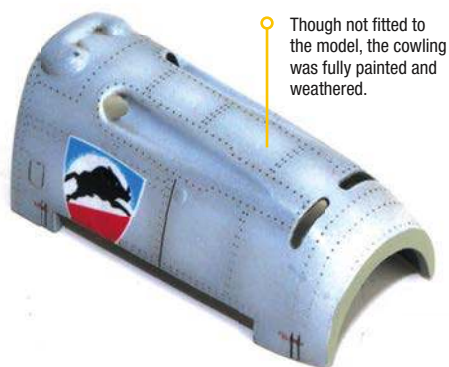
More masking ready for the upper surface camouflage. Note that the first layer of RLM 02 has been applied ready for the second colour, RLM 71, to be airbrushed on, thus completing this classic scheme.



Unmasked, the completed camouflage scheme shows off for the camera.



The white nose and wingtips smarten up the undersides of our model.



Though not fitted to the model, the cowling was fully painted and weathered.

Painting And Weathering

The model at this stage was cleaned with a clean cloth and some isopropanol alcohol to remove any dust and greasy finger marks from the plastic. I used Mig Ammo's Grey One Shot Primer to prepare the surface for painting. Once this had dried, and I had checked for any issues, the surface was lightly polished with some Micromesh cloths. First up, using Mr. Hobby's H11, I airbrushed the very prominent white bands on the wing tips (both on the upper and lower surfaces), the same band was sprayed on the horizontal stabilisers (again both upper and lower

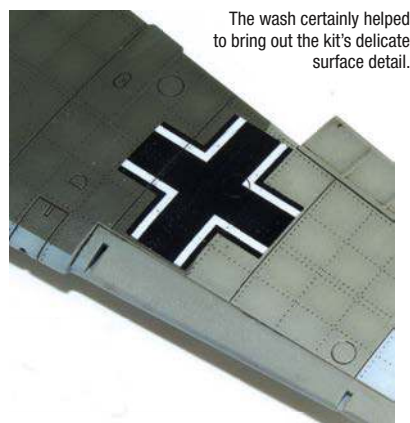
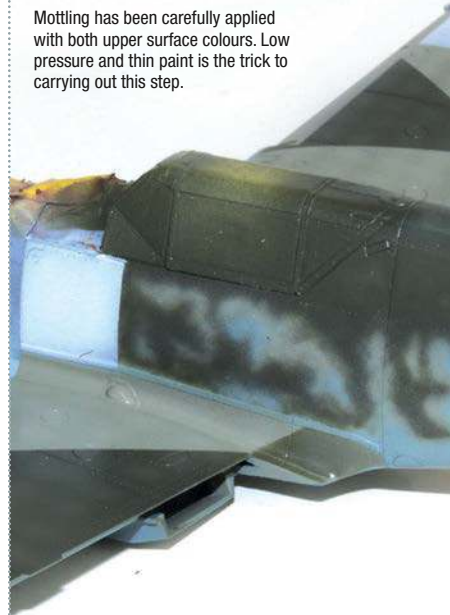
surfaces), the rudder, and finally on the nose of the aircraft. This also included the different sections of the cowl that I was leaving off to expose the engine. Just in case you want to display them beside the model as I do. I kept the layers of white paint very thin, this will help to build up a solid colour, and to ensure the white doesn't pool.

When learning to airbrush, spraying white (or other very light colours) can be quite tricky. So keep the layers very thin, and let each layer dry for around 5 minutes or so before adding another layer. It has a tendency to pool if you're airbrushing a coat that's too heavy. It will take a while until you get the coverage you're after, but the finished surface will look much better than if you try to rush this process.

Getting back to the 109, I needed to weather the white sections of the camouflage, and how do I lighten white paint to add highlights...? The obvious answer is to make the original layer of white paint slightly off white. I did this by ensure that the grey undercoat was just showing through the white paint on top. This allowed me then to airbrush another layer of white at the centre of the panels, this helped to create a weathered look to the white paint. The effect created here will be enhanced later during the weathering process.

Once I was sure the sections painted white had cured, they were masked off using strips of Tamiya masking tape. The lower surfaces and the sides of the fuselage were then airbrushed with Mr. Hobby H67 (RLM65). This

Mottling has been carefully applied with both upper surface colours. Low pressure and thin paint is the trick to carrying out this step.



The wash certainly helped to bring out the kit's delicate surface detail.



Using AK Interactive's Dark Brown For Green Vehicles wash (AK 045), the panel lines could be defined with a fine to medium brush.

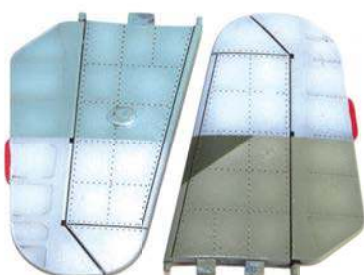
KIT BUILD



The rows of rivets under the fuselage look great once shaded with AK's wash.



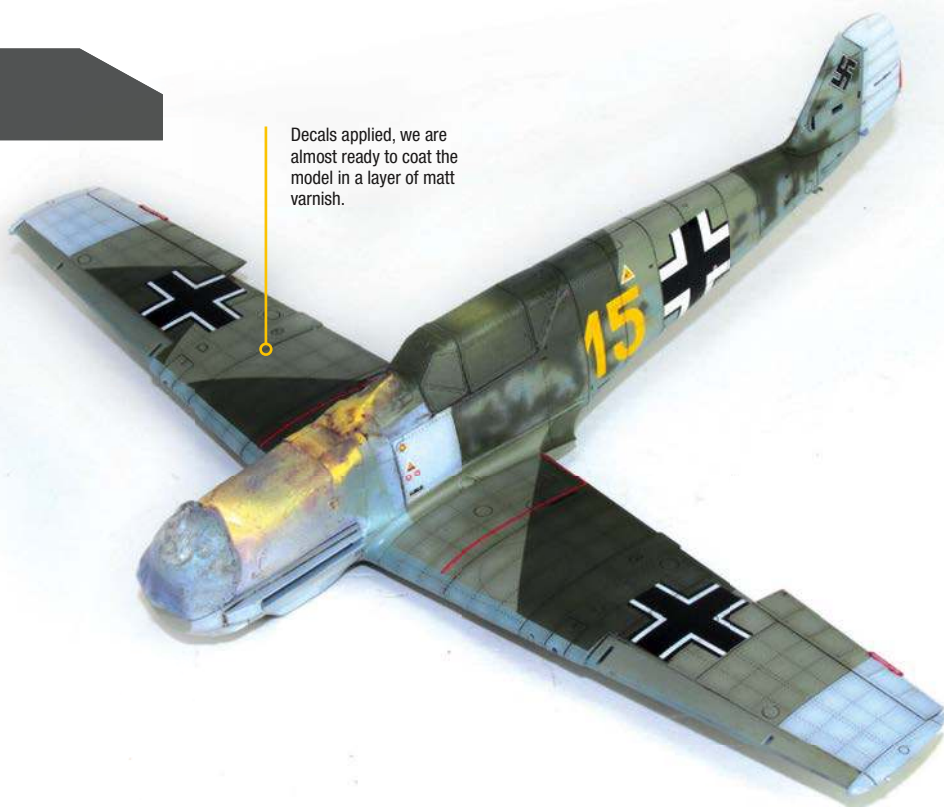
Small sub-assemblies await final assembly.



As with the main wings, the tailplanes are trimmed with smart swatches of white.

was built up slowly to make sure there was an even and solid color. The RLM 65 colour was then mixed with H11 (Matt white) to add highlights. Finally the original H67 colour was heavily thinned with Mr. Hobby's lacquer thinner (80% Thinner to 20% paint) to create almost a glaze that was sprayed over all of the painted surfaces to blend the two tones together. This may take a few passes but let each one dry before applying another one. This doesn't take long as the lacquer thinner evaporates quite quickly. That way you are able to judge when you have reached the correct blend to create the desired effect you are after.

After this had dried completely, I masked off the lower surfaces and the sides of the fuselage before starting the splinter camouflage. For the lighter of the two shades I used Mr. Hobby's H70 (RLM 02). Using the same process as before, the original color was built up slowly before adding highlights using a mix of H70 and H11 (matt white). Then



Decals applied, we are almost ready to coat the model in a layer of matt varnish.

using a heavily thinned mix of the original paint to blend the two tones together. Once this had dried, and using the colour profile supplied by Eduard, masking tape was used to create the splinter pattern. For the darker of the two shades, Mr. Hobby's H64 (RLM 71) was used. Again this was lightened with some matt white to create highlights where applicable. Once I was happy that the paint had dried to the touch, I removed the masks and proceeded to add the mottling on the side of the fuselage freehand. Just make sure to use a well thinned paint mix, and turn your air pressure down accordingly. The secret is to build the colour up slowly until the desired effect has been achieved. Once I was happy with the camouflage, I removed the masks and touched up any paintwork that needed it. I left the canopy masks, and the masks around the engine and gun bay in place for now.

I airbrushed two light coats of Vallejo gloss varnish on to seal the paint and to prepare the model's surface for decalling. Following the Eduard instructions, and using Micro Sol and Micro Set, the decals were applied with no issues. Even after a relatively short time, the decals started to settle down into the panel lines quite nicely. Any stubborn ones were given a helping hand with a second coat of Micro Sol, and a little pressure from a clean cotton bud. Care should be taken to not tear any of the decals when you are doing this. I find that firmly rolling the cotton bud over the area is the easiest way to get the decals to settle down without damaging them. Once the decals had dried the excess decal solution was removed with a damp cloth. The decals were then sealed with a final coat of Vallejo gloss varnish.

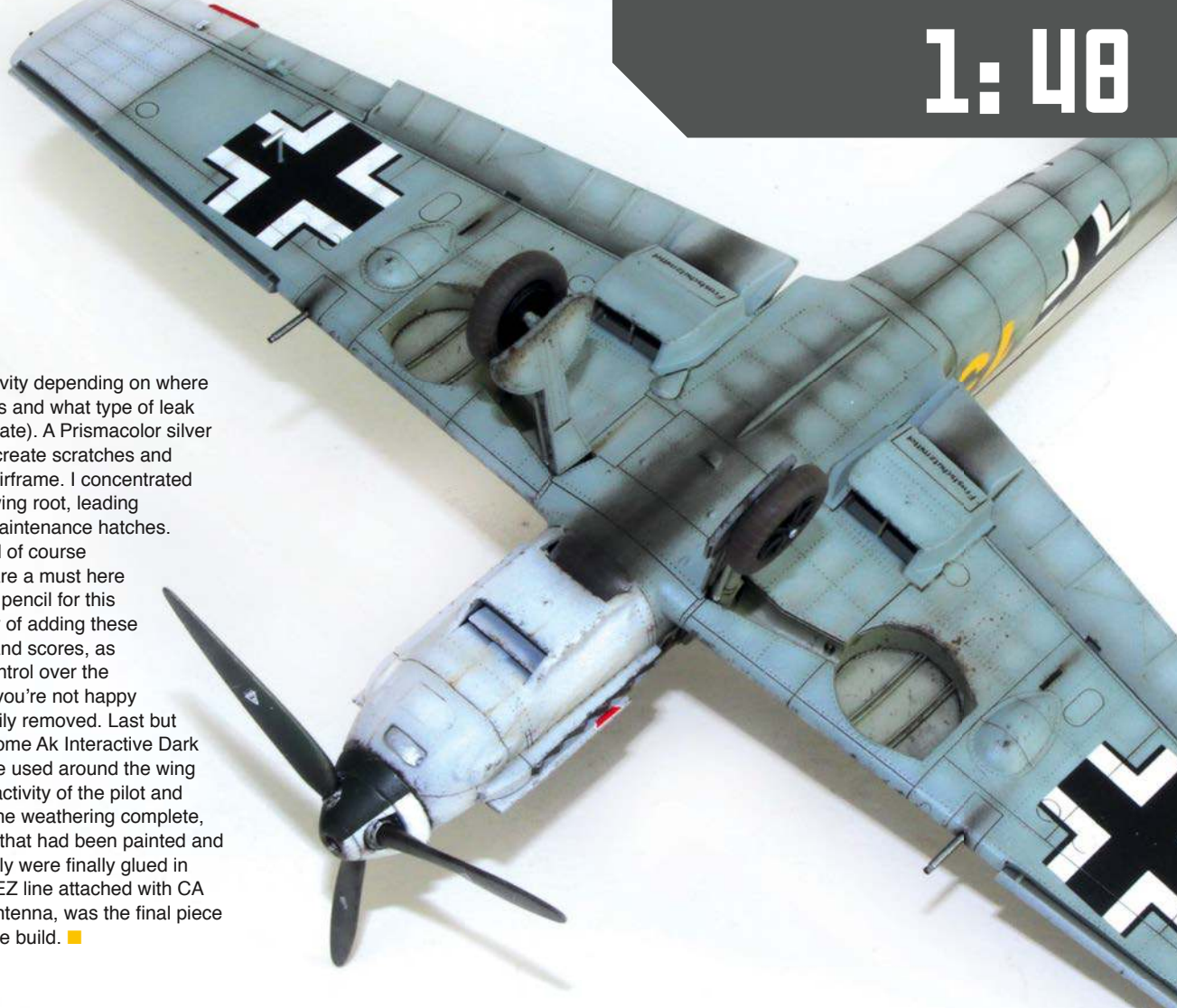
Using Ak Interactive's Dark Brown For Green Vehicles wash (AK 045), I added a panel line wash with a fine to medium brush.

I left this to dry for about half an hour before removing the excess with a dry clean cloth and a cotton bud. Any hard to reach areas or stubborn stains were cleaned using a flat brush dampened with AK Interactive's odorless thinners. Remember though to always remove the excess wash in the direction of the airflow. Using a thin mix of Tamiya X-19 Smoke, I airbrushed all of the panel lines to create a little depth. This same mix was used as the basis for the exhaust stains along the side of the fuselage, and along the bottom surface. At first this stage can look a little stark, but once you've applied the last layer of varnish it'll tone the differences down and blend the overall effects. The exhaust and gun stains were then enhanced using a very thin mix of Tamiya XF-1 Flat Black and XF-64 Red Brown. Once everything had time to dry, I added some of the smaller parts, like the horizontal stabilisers, rudder, and flaps. These parts had been left off to help in the painting process. Once this was done then a couple of very light coats of Vallejo matt varnish 70520 were airbrushed over all of the surfaces to kill the shine from the previous varnish. Once this had dried the masks around the engine and Canopies could be removed.

Final Assembly

Moving onto the final stages of the weathering process, I used some Mig Ammo Streaking Grime (1203) to create some staining and streaking. This was mostly on the lower surfaces and concentrated more around the engine and wheel wells. This was applied with a fine brush, and left to dry for about half an hour. Then using a blending brush that was dampened with some odorless thinners, I removed most of the streaking grime from the surface by gently sweeping the brush backwards in the direction of the airflow (or

downwards with gravity depending on where exactly the stain was and what type of leak you are trying to create). A Prismacolor silver pencil was used to create scratches and scores around the airframe. I concentrated mostly around the wing root, leading edges, and some maintenance hatches. Common sense and of course reference material are a must here if available. Using a pencil for this stage is a great way of adding these types of scratches and scores, as you have a lot of control over the finished look and if you're not happy with it, it can be easily removed. Last but certainly not least some Ak Interactive Dark Earth pigments were used around the wing routes to show the activity of the pilot and ground crew. With the weathering complete, the remaining parts that had been painted and weathered separately were finally glued in place. Using some EZ line attached with CA glue to create the antenna, was the final piece of this very enjoyable build. ■



FINAL VERDICT

This is the second Bf109 E I have built from Eduard (the E-3 Profipack here, and previously an E-7 weekend kit), and I'm still amazed at what a good kit it is. The detail is lovely, the fit is brilliant, and the scheme choices are endless. In fact my biggest problem, is not deciding if I'm going to build another, it's which scheme am I doing next! I would happily recommend this kit to just about anyone. Okay, with the open engine and gun bay, there's a lot of work, but it goes together so well, that I think if you take your time, and follow the instructions, then anyone with a few kits under their belt could give this kit a go. Now if you're wanting to build one without the open canopy, then there may be simpler kits out there, but I doubt they'd have the detail you see here. Do yourself a favour and go get one, you'll not regret it!



KIT BUILD

BUILT AND WRITTEN BY ALAN KELLEY



MULTIROLE MASTER - 2.0

We take a second look at Kinetic's 1:48 kit of the very attractive M-346 Master

Last month, eagle-eyed readers may have noticed that our lead shot from Alan's splendid Master article was rather incomplete, missing as it did the ejection

seats that he described in detail later on! In order to show the completed model as it should have been, we decided to include this supplementary double-page-spread in this issue that shows the completed model

in all of its glory. Apologies to Alan and all of our readers that were left scratching their heads at our rather silly mistake! ■

1:48

SKILL LEVEL:
Intermediate

SPECIFICATION:

Kinetic M-346 Master Advanced Fighter Trainer
Kit No: K48063
Materials: IM/PE
Available from: All good model shops
Price Guide: £42.99



BUILT AND WRITTEN BY MIKE WILLIAMS

TOP GUN T

Bright plumage decorates Eduard's rerelease of AMK's excellent L-29 Delfin

Here we have another collaboration from Eduard. This time they have included the sublime little Delfin kit from AMK and added their unique take on it with the 'ProfiPack' embellishments such as coloured photo-etch and pre-cut masks for the canopies and wheels to further improve on the plastic supplied in the box. The coloured photo-etch for the cockpit is beautifully detailed and really enhances this area on the model especially if you display the canopies opened and though similar

have been available separately for some time, it's good to see it part of a complete package such as this.

The plastic parts are as impressive as ever with excellent surface detailing featuring sharply defined panel lines and detailed cockpit interior and wheels bays. Having heard great things about the AMK kit a cursory dry-fit was carried out and the plaudits were certainly true: this is an exemplary kit with superb fit all round, with clever design flourishes (such as the tails, intakes and nose assemblies) helping to

further elevate the enjoyment levels.

In addition to kit the editor also supplied me with Eduard's separately available photo-etch set that included details for the cockpit sidewalls as well as other exterior and interior details covered throughout the build. Let's get started then!

Construction Begins...

I warmed up with the cockpit and seemed to spend an inordinately long time sorting out details that could be added from the etched sets before painting and those that can be



1:48

RAINER



SKILL LEVEL: Intermediate

SPECIFICATION:

Eduard 1/48 Aero L-29 Delfin ProfiPack
Kit No. 8099
Materials: IM/PE
Availability:
Price: £41.80

BEFORE STARTING:

Tamiya Extra Thin Cement
EMA Plastic Weld
Tamiya masking Tape
Swann-Morton Scalpel No.3 handle with no.11 blades
Wilder pointed tweezers
Sponge sanders
Micro drill and bits
Roket Rapid Super glue
Roket Blaster

AIRBRUSH:

Iwata Revolution CR

PAINTS USED:

Tamiya
Fine White primer
XF-85 Rubber Black
X-7 Gloss Red

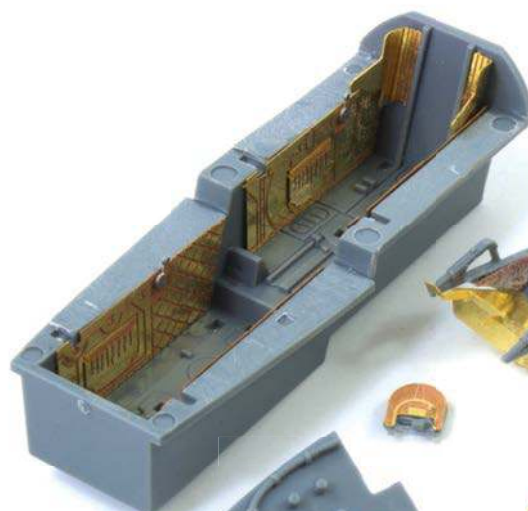
Mr. Color
C-334 Barley Grey
GX-5 Susie Blue



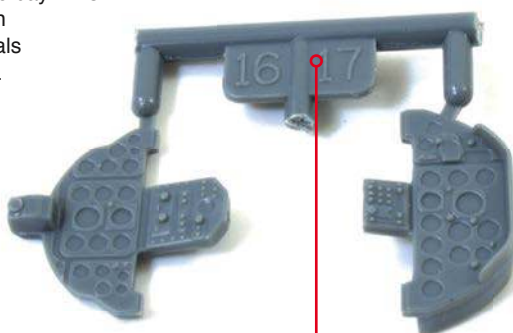
KIT BUILD

◀ added after painting, a step compounded by conflicting sections in the kit instructions and those supplied on the etched update set! Care is therefore needed to ensure that you have a plan of action and time spent studying both sets of instructions, is time well spent. Once the raised details on the cockpit tub had been cleaned off and sanded back, the etched parts could be attached and any further areas ending work, painted and superglued into place. At this point the cockpit just came alive and proved that the additional work had not been wasted. From the box the detail is very nice, with the addition of Eduard's upgrades, it's on another level. The seats deserve special mention as the kit parts look like kitchen chairs by comparison to the finished items complete with their etched bases and superbly coloured seat belts. Just make sure you adhere to the instructions as some parts are very delicate and need care during construction, the throttles and details on the side consoles being particularly noteworthy in this regard.

With the cockpit complete my attention was turned to the upper nose bay. This can be modelled with an opened cover that reveals the detail within the bay. Once again this part of the model was greatly enhanced with photo-etched add-ons that need careful painting and a light wash to lift the raised details.



You can see here the difference the Eduard etch adds to the basic kit cockpit. Note also the moulded side console details have been removed to allow the coloured etched parts to go in after it has been painted.



As supplied, the instrument panels have finely moulded details on them. However, the raised mouldings would need to be removed to allow the replacement etched panels to go on.

There is a lot more to this than it might appear at first glance. When complete though, the photo-etch enhances the cockpit in a way no handpainting could ever replicate.



Even the cockpit sidewalls benefit from coloured photo-etched parts. The moulded pattern is enhanced on the sidewalls by adding a wash. Note the blue oxygen bottles around the nose section.



Adhering to the Eduard instructions from their etched set, the details and lower panels were removed and sanded smooth as well as the instrument panel covers around the edges.



Two of these coloured frets are included, one for each seat. Here you can see the before and after of adding it to the base seats. A wash and matt varnish will seal the deal and finish them off.





The nose avionics bay, wheel bay and cockpit are all installed onto the starboard fuselage half. Steel bearings were superglued onto the underside to act as nose counterweight balance.

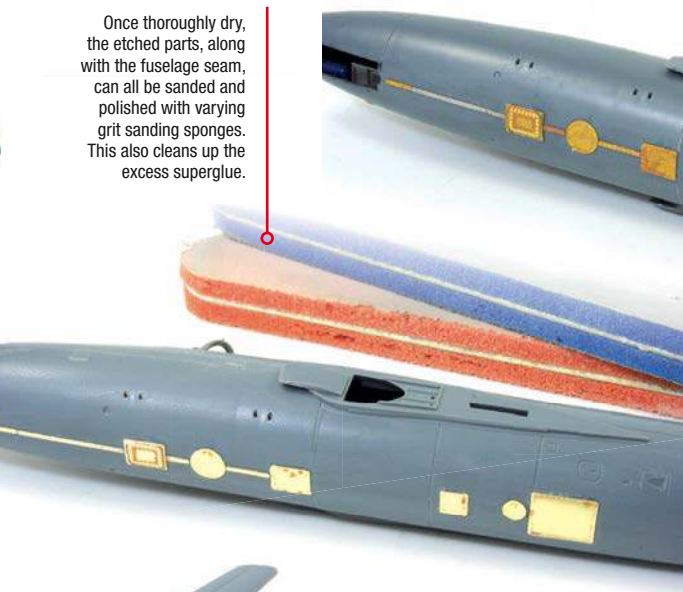


The opened nose bay contains oxygen tanks along with other avionics. A black enamel wash lifts the moulded detail whilst the photo-etch enhances this area to another level including straps and data placards.

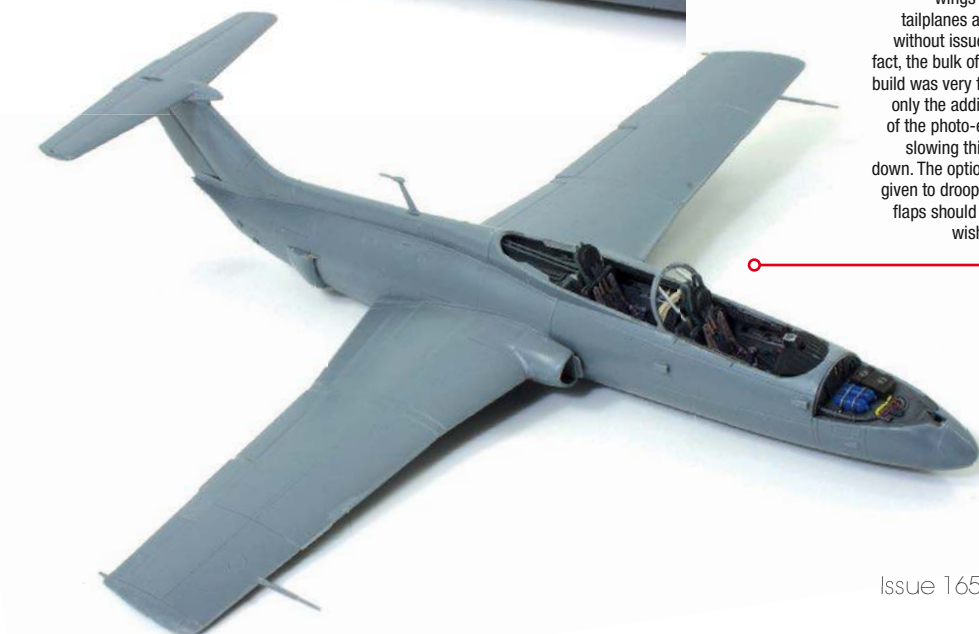


The jet pipe as supplied, painted and glued in place.

Once thoroughly dry, the etched parts, along with the fuselage seam, can all be sanded and polished with varying grit sanding sponges. This also cleans up the excess superglue.



With the fuselage closed up, a selection of etched plates are fitted to the belly seam. The excess superglue seen here will be sanded back later.



The fuselage, wings and tailplanes all fit without issue. In fact, the bulk of the build was very fast, only the addition of the photo-etch slowing things down. The option is given to droop the flaps should you wish to.

The nose gear bay is very well detailed also, though is all but lost within the finished model thanks to its dilutive size. Still, we know it is in there!

Moving On...

Having added so much detail concern grew that it may foul the fit of the fuselage and cockpit tub. My fears were allayed however when I offered it up only to find that the fit was every bit as precise as it had been during my period of dry-fitting before the project began in earnest. Before permanently joining the fuselage halves, the avionics bay, nose gear bay and jet exhaust also need to be glued in place. Everything fits perfectly with positive locations so you can now close the fuselage up and sand the longitudinal seams smooth.

Having completed the fuselage, the rest of the model clicked together simply and with reassuring speed. Neat design features include the intake scoops in the wing roots and separate flaps and rudder. The flaps can be posed dropped or stowed by the simple use or not of their locating tabs, the tabs being removed for retracted flaps or left in place for those posed in their more recognisably drooped position.

Completing Construction

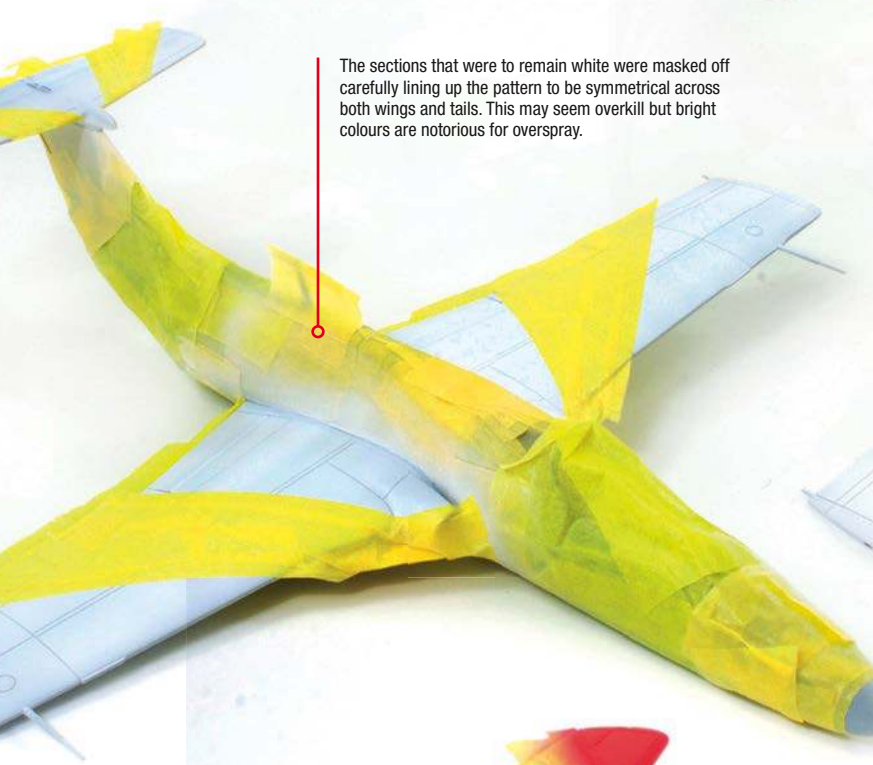
The photo-etched parts for the exterior could now be attached. These included details for the bay panels that decorate the undersides of the fuselage, additions to the exhaust outlet and finally, replacement undercarriage doors for the main gear and skins for nose gear doors which are superb, as they offer fidelity not available from the plastic parts.

I used no putty anywhere on this build, all the seams needing little more than careful sanding to eliminate the joins and a couple of small sections that required some panel lines and details reinstating. The wing to fuselage fit was exemplary all round as were the tail and rudder. I was seriously impressed by this kit now so I had to choose which scheme to finish the model in...


Painting And Very Little Weathering...

I opted for a colourful aircraft from the Slovak Air Force International Fighter Pilots Academy, ►

KIT BUILD



The sections that were to remain white were masked off carefully lining up the pattern to be symmetrical across both wings and tails. This may seem overkill but bright colours are notorious for overspray.



The fuselage was first airbrushed Mr. Hobby H334 Barley Grey before being entirely masked off so the wings could be airbrushed with decanted Tamiya Fine White surface primer.



featuring a striking red white and blue pattern on the wings. A deal breaker for me when it came to this scheme was the note in the paint guide that this machine carried no stencil markings which saves some time - perfect when you are up against a tight deadline!

The cockpit opening and open avionics bay were carefully masked ready for painting as I did not want to risk damaging the details within both areas.

I chose to paint the fuselage first. This was airbrushed with Mr. Color Barley Grey as per the instructions and when dry, was masked so that the wings could be painted white in readiness for the red and blue sections. I always try to use a white undercoat or primer under primary colours as it gives them a far brighter finish than if they are sprayed onto bare grey plastic. To that end I decanted Tamiya Fine White Primer from an aerosol can into the airbrush cup, added a few drops of Mr. Color Leveling thinners and within minutes I had a smooth, solid white base coat which could be masked off for the red and blue pattern. Both of these colours could then be added as seen in the accompanying images.

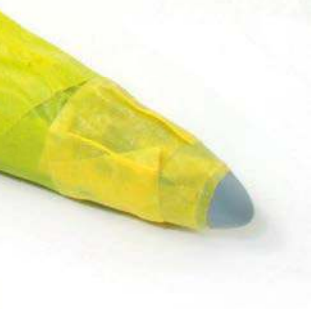
With the paintwork complete, a quick shot



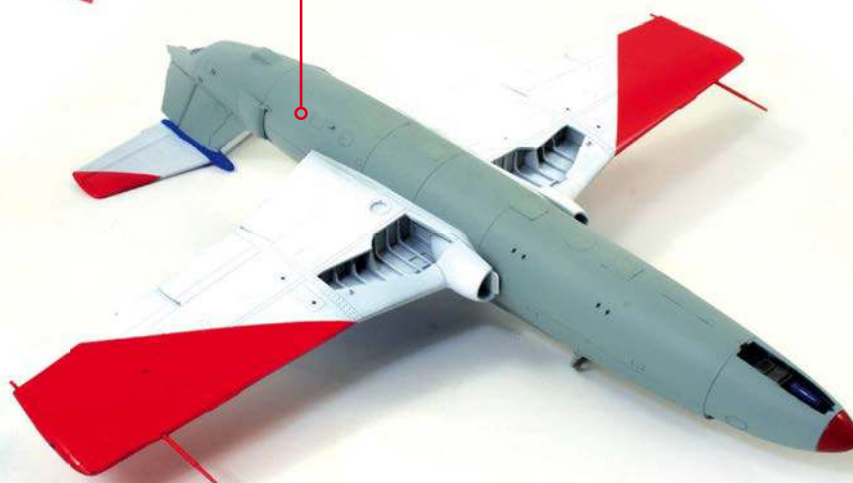
The bright blue and red sections were simply airbrushed with levelling thinners at high pressure to give an opaque 'wet' coat before being left 48hrs to fully cure.



Careful unmasking revealed a perfectly symmetrical opaque and colourful pattern with no touch ups needed... Phew!



You can see here the complexity of the masking around the tail planes and the lack of blue sections on the undersides



of clear gloss readied everything for decals all of which settled down excellently into the kit's surface detail and panel lines.

Final Assembly

Along with the aforementioned kit and etched accessories, a set of resin wheels from Eduard's BRASSIN range was also included. This add-on supplies a new set of moulded tyres/wheels and a new nose wheel yoke, all of which had just that little bit more finesse over the plastic parts as supplied. They were painted and fitted with the kit undercarriage legs and etched doors as previously described. Everything here continued along the same vein in that

everything fit perfectly together to create a highly realistic depiction of the real aircraft structures in miniature.

The one problem area I found in this kit (there is always one, isn't there?!) was the small connecting piece between the front and rear cockpits. Try as I might I could not get this part to assemble solidly, either with regular glue or superglue. In the end I opted to slightly bend the plastic so that they met properly and flooded the join with plastic weld cement which sets really quickly to create a tough, secure union. I then had to carefully clean this up join with a sharp blade before touching in the Barley Grey paint using a fine point paint brush.

KIT BUILD

◀ The canopy sections fit perfectly. These also benefited from some of the photo-etched details that replicated their locking mechanisms and grab handles. The pre-cut masks that are part of the ProfiPack were once again a time-saver, helping to mask off the canopy frames with ease.

Finally, there were a couple of small sections to finish off with etched antenna and intakes, mere minutes of work. And that was that! ■



A coat of clear gloss and then decals were applied. They were nicely opaque and strong, settling well into the recessed details.



The supplied pre-cut masks were applied with ease covering the inside screen also. The canopy was a great fit so can be added after painting.

FINAL VERDICT

This was a dream of a kit. There's so much detail within the base kit that could be only enhanced by etched details and the BRASSIN update sets. It really did seem to be one of those kits where you find yourself asking "is it ever really finished?" such was the scope of detailing. It's a superb kit of a pretty little trainer, and as you can probably tell, I loved every minute of it! Very highly recommended. Thanks to Eduard for the sets seen and used for this feature.

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EVENTS DIARY

Model shows for 2019



March 23rd

Yeovil Model Show 2019 to be held at Bucklers Mead Academy, Bucklers Mead Academy, 1 St Johns Road, Yeovil, BA21 4NH. 1000's of the best models from the southwest on display including aircraft, cars, military, ships, tanks, motorbikes, figures, boats, railway, busts, sci-fi & fantasy painting, gaming and airbrushing demonstrations. Large selection of trade stands selling kits, paints, brushes, glues, tools, accessories, books. Disabled Access. Hot and Cold Refreshments. Free Parking.

Free children's activities. Please note there are two entrances, BA21 4NH and BA21 4FE. Contact Ken Bugler. Tel: 07759 137000. Email: yeovilmodelshow@gmail.com

March 24th

Stoke On Trent Model Show and Figureworld West to be held at Entrust, Entrust, Riverway Stafford, ST16 3TH. Due to issues with the previous venue, Stoke on Trent Model Show is being held in Stafford for this coming year.

They are excited about hosting the show in the Entrust building, and look forward to seeing all the support for our show that they have received in previous

years continue in this new setting. Due to space restrictions though, we are limiting table sizes to 2 tables each club maximum.

This is to ensure that we can host a diverse and dynamic show as we have done for the past couple of years.

Contact: Stoke On Trent Model Club. Tel: 07581 005 658. Email: stokeontrentmodelclub@gmail.com Website: www.stokemodelclub.co.uk

May 11th

Lancing Model Show to be held at Lancing Parish Hall, 96 South Street, Lancing, BN15 8AJ. Doors open to the Public from 10.00am - 4.00pm. Free entry, donations welcome. Club Displays and Exhibits, Competition, Traders and Refreshments. Please see

www.lancingmodelshow.org.uk or email info@lancingmodelshow.org.uk for further information.

May 19th

East Midlands Model Show 2019 to be held at The Leisure Centre, Hinckley, The Leisure Centre, Argents Mead, Hinckley, LE10 1BZ. The 29th Annual Show for the East Mids Model Club Show. £4.00/ Adults, £1.50/Child/Conc, £9.00/Family

ticket. Prices held for the 4th year. See the web page for more details and updates.

Contact: Jon Arnold, East Midlands Model Club. Tel: 07931 338498. Email: Jon@jonarnold.net Website: www.eastmidsmodelclub.co.uk

May 25th

IPMS Torbay and South Devon Model Show to be held at Torquay Town Hall, Torquay Town Hall, Castle Circus Torquay, Devon, TQ1 3DR. Exhibitions, club displays, competitions, trade stalls. Admission: adults £2.50, over 65s £1.50, under 13's: £1.00, family: £5.00.

Contact: IPMS Torbay & South Devon. Email: torbayandsouthdevon.ipms@gmail.com Website: www.ipmstorbay.com

June 29th & 30th

The Wings & Wheels Model Spectacular will take place on 29th & 30th June 2019, the 33rd annual show. Every type of model aircraft from WW1 biplanes to the latest fast jets. Big displays of Model boats in our main marquee and demonstrations of the boats in action in our large boat pool. Also features trucks and tanks displays. Trade stands,

huge Bring & Buy and refreshments. Camping for the weekend which also includes free musical entertainment in the Marquee bar and Night Flying on Saturday evening. Tickets available from our website www.wingsnwhheels.net and at the gate.

August 11th

Boscombe Down Aviation Collection to hold their Fourth Model Show in Hangar 1, Old Sarum Airfield, Old Sarum, Salisbury, SP4 6DZ. Displays by model clubs across the region along with trade stands and other displays. Entry includes the model show and museum, as well as the experience of sitting in a fast jet cockpit!

www.boscombedownaviationcollection.co.uk

September 8th

ASVC Wombourne to hold their annual show between 10:00 am and 16:00pm at the Wombourne Library and Community Centre, Church Road, Wombourne, Wolverhampton, South Staffordshire, WV5 9EZ. Contact Martyn Crowther. Email: asvcwombourne@outlook.com

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ARE SOME MODELS SIMPLY JINXED FROM THE START?!

I'm sure that I'm not alone in this, but sometimes I wonder whether some kit builds are destined to cause more problems than they solve from the minute that you open the box. I'm loathed to use the word "jinxed" but in the case of the Victor that you will have read about in the issue, I have to wonder if in the case of Airfix' latest addition to their V-Bomber collection, that was indeed the case!

For personal reasons I'd wanted to build this aircraft for some time and though that was a major reason why it ended up finished rather than forgotten, I can't remember a time when a superficially simple project has given me more problems than this one and when I'd last wrestled as much as I did over whether or not it was worth the trouble.

The Airfix Victor is certainly a very fine kit and so it was nothing at all to do with the Kent concern's approach to the replication of Handley Page's masterpiece in miniature, all of the problems encountered being entirely self-induced. Construction began smoothly enough, the kit fitting together well and though there was the need to reach for the filler tube on more than one occasion, that was not enough to give me any cause for undue concern. No, the problems began once the model was built, once I'd headed down the path that most modellers will consider to be their "favourite part of any build" - the painting. From here on in everything that could go wrong, did. Nothing ran on rails, everything being enough of a struggle to nearly defeat me and in most cases, I have no explanation as to why...

My cock-ups, as that most eloquent of TV personalities, Dennis Norden would have put it, began with the application of the green camouflage. I've always argued that RAF aircraft are not really worthy of my attention if they are not painted in grey and green camouflage with red and blue roundels, so with the undersides almost competently airbrushed in a rather patchy coat of white, they were covered with what seemed like a roll of masking tape and then the grey applied, before the green could be defined with some of Tamiya's oh-so-impressive flexible tape. Happy(ish) with the pattern, I then managed to paint one half of the model in one shade of green and the other half in what can best be described as a distant cousin, an issue that only revealed itself to an increasingly concerned modelmaker as each section of tape was removed, piece by piece. It looked awful. Was it a duff batch of paint? Contamination? Gross stupidity? Who knows. I then spent

a day remasking the errant scheme, only to find that that made almost no difference. The model then went from my workroom, to the spare room and then over Christmas, to the loft (the spare room now being full of decorations and presents for the family) where it languished for a month or so whilst I decided when or indeed if at all, it was going to be finished.

Having made the decision to complete my Victor (it was, trust me, a close run thing...) I dragged it down from the loft, applied the decals and then started to blend that finish together in the hope that any onlooker keen enough to examine my model at close quarters at any model show it may at some point appear, would not notice my use of what looked like two different greens, rather than the RAF's classic shade of BS381C/641 Dark Green in which it was supposed to be decorated, but at this point was anything but. As if to pile further pressure onto what was rapidly looking like a totally failed project, it was during this time that I also discovered that I'd forgotten to open the holes for the underwing refuelling pods, dropped some liquid glue into the flap bay that had wicked its way slightly over the upper wing, smeared yellow oil paint over the underside of the model, applied a wash to the upper fin and underside of the tailplane that I hadn't removed and now couldn't get off, broke part of the airbrake mechanism away and then, as the model was almost complete, realised that one of the underwing day-glo guide marks was around 1 cm out in position, so had to remove it and then mask and spray the now destroyed decal. It was time to walk away, regroup and see what the following few days would bring...

Now that the model is finished I do rather like it despite my trials and self-induced tribulations and thus my decision to push on when the going became rather tougher than I had planned, turned out to be a positive one - if only because it provided much-needed grist for this month's 'Final Thoughts' mill. But the nagging doubt remains that this was one of those builds that could quite easily have gone so far sideways that it ended up as so many have done in the past, in the bin rather than on my display case shelves and so when it undoubtedly happens again — though perhaps not next time, but at some point in the future — do I put it down to my own ineptitude or shall I once again blame factors that are simply out of my control and move on?

See you next time. ■

"The problems began once the model was built, once I'd headed down the path that most modellers will consider to be their "favourite part of any build" - the painting"





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One to Keep Your Eye On

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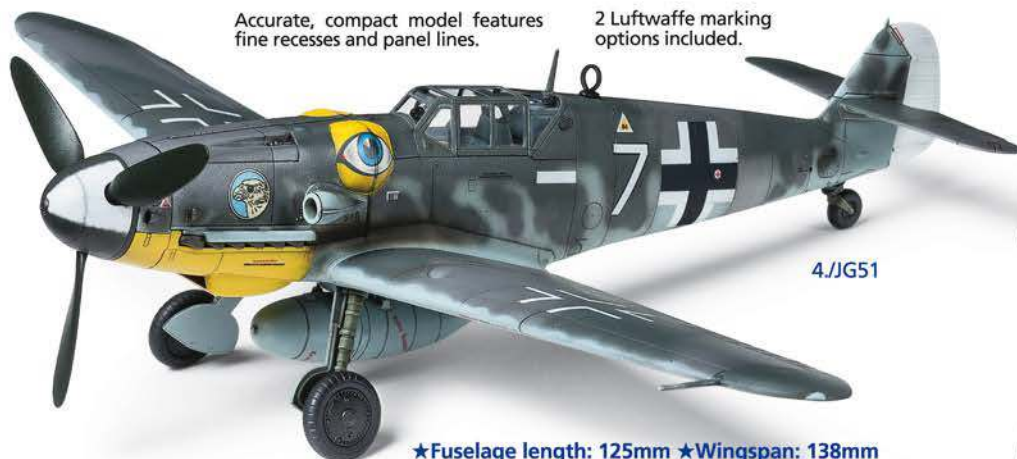
9/JG54



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4/JG51

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Messerschmitt Bf109 E-3 (Item 60750)



Messerschmitt Bf109 E-4/7 TROP (Item 60755)



Tamiya is delighted to announce that our 1/48 Supermarine Spitfire Mk.I model (Item 61119) was given the Modell des Jahres (Model of the Year) award by German magazine Modell Fan.

